TEMBER 29, 1950

TECHNOLOGY DEPT.

The Autocar

9d

FOUNDED 1895 LARGEST CIRCULATION

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DETROIT

Rootes Group present—

The New Sunbeam-Talbot 90

SMOOTH

New Independent front suspension.
Long wide rear springs. Perfect shock damping.
A revelation in smoothness and stability.

SPEEDY

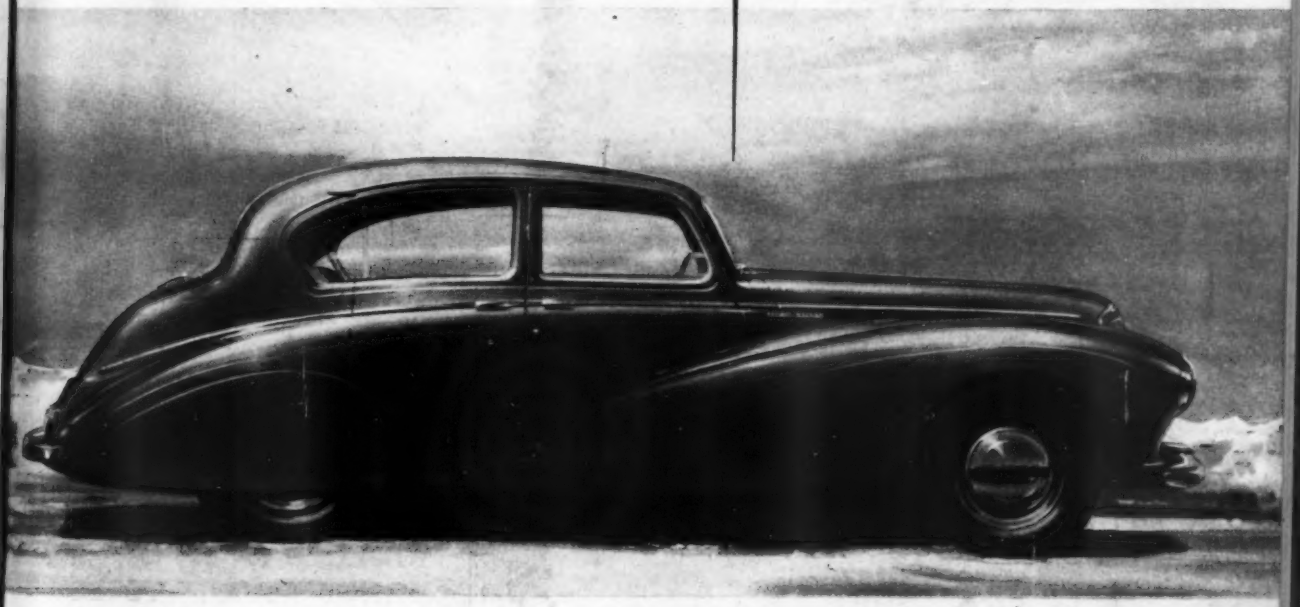
New powerful overhead valve engine.
Quick getaway. Dynamic acceleration. High maximum speed. Great flexibility.

SAFE

Powerful hydraulic brakes.
Precise needle eye steering.
Wide vision front and rear.
Rigid all-steel body.
Balanced ride suspension.
An exceptionally safe fast car.

SUPREME

by International repute for its successful performance and modern conception.
Winners in 1948, 1949 and 1950 International Alpine Trials.



Streamstyled for Performance and Beauty

PRODUCT OF THE ROOTES GROUP

Sunbeam-Talbot Ltd. Ryton-on-Dunsmore, Coventry. STAND 163, INTERNATIONAL MOTOR EXHIBITION EARLS COURT OCT. 18-28

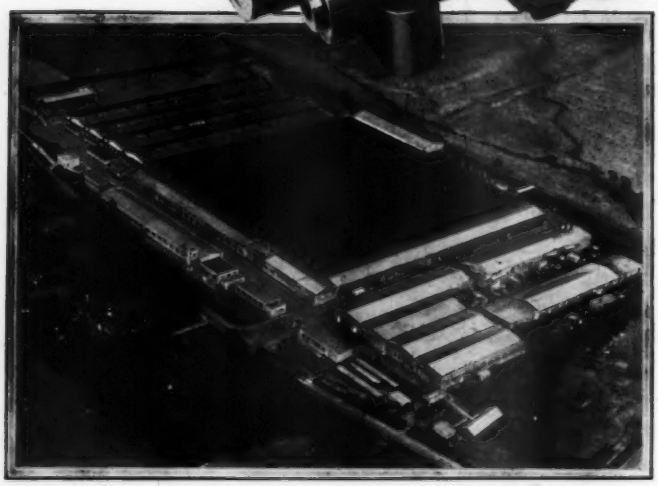
as with the undisputed superiority of

GIRLING

THE BEST BRAKES IN THE WORLD

so now with

GIRLING DAMPERS



Girling Brakes are fitted to the MAJORITY of Britain's fine Cars and Commercial Vehicles, and now many of these same Manufacturers are equipping their productions with Girling Dampers.

The Girling Light and Heavy Direct Acting type Dampers provide efficient and inexpensive means of damping out Road Shocks, whilst the new P.V.A. and P.V.A.X. Lever operated Heavy duty type are specially designed to use with modern independent Suspension Systems.

We shall be happy to supply the fullest information.

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KINGS ROAD, TYSELEY
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The Largest organisation of its kind in the British Industry

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The forms illustrated above are operated for you by all Service Stations and Garages displaying the Target and Arrow Sign.

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The Authority on Specialised Maintenance

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LUBRICATION & SERVICING EQUIPMENT *for every Industry* METERING & FILTRATION

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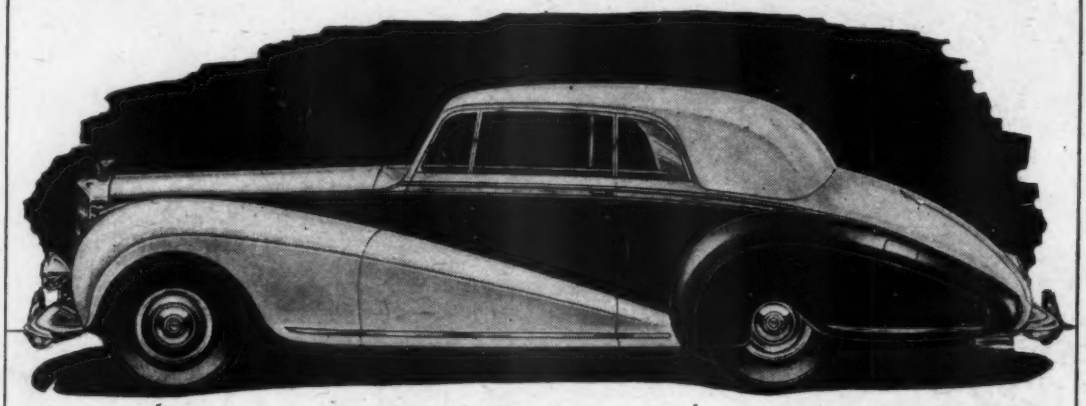

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STAND No. 115
MOTOR SHOW
EARLS COURT

The attractive Saloon Coupe is based upon the well tried and exclusive Park Ward method of construction which incorporates aluminium panels on a steel framework.

PARK WARD & CO. LTD.

473 HIGH ROAD, WILLESDEN, LONDON, N.W.10. SALES DEPT.: 15 CONDUIT STREET, LONDON, W.1

Officially appointed retailers of Rolls-Royce and Bentley Cars

In the Shadow of St. Paul's

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Introducing
THE CAR CRUISER *"Cadet"*

A dual purpose van; insulated; width 6 ft. 4 ins; length 14 ft. 3 ins.; oak furniture; one double, two single beds. Weight 15 cwt.—towable by 10 h.p. car.

PRICE £335 Ex Works

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ALSO AT—
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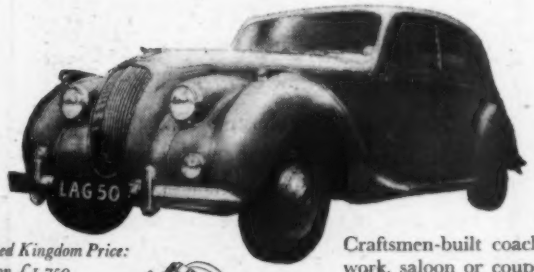
"Such good manners at 90 m.p.h"

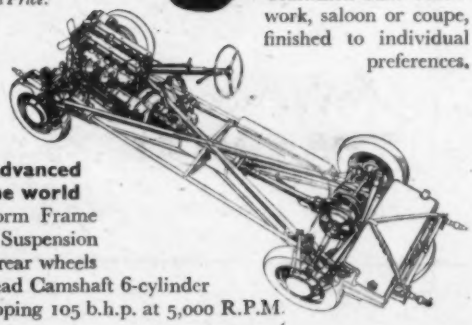
Courtenay Edwards—"The Daily Mail"

THE LAGONDA is a car of distinguished pedigree, numbering among its ancestors some of the finest car productions of this century. It brings a totally new and more spacious character to motoring in the 2½-litre category.



United Kingdom Price:
Saloon £1,750
Coupe £1,798
Plus P.T.

Craftsmen-built coach-work, saloon or coupe, finished to individual preferences.



The most advanced chassis in the world
True Cruciform Frame
Independent Suspension on front and rear wheels
Twin Overhead Camshaft 6-cylinder engine developing 105 b.h.p. at 5,000 R.P.M.

Lagonda

THE THOROUGHBRED 2½-LITRE

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LAGONDA LTD · FELTHAM · MIDDLESEX

FOLLOW THE LEADER!

The tread design of John Bull tyres, evolved nearly twenty years ago, has never had to be basically altered—for it was sound at the outset!

- Sound for long wear.
- Sound for road-grip.
- Sound for general dependability.

Its generous build, its robustness and the strength of its cord foundation ensure a real feeling of security throughout its long life. Its road grip is especially evident when swerving or cornering. For your safety and satisfaction, demand—

JOHN BULL
HEAVY TREAD

Thicker · Wider · Safer

MP/7/50

LESS
wear and friction
MORE
miles per gallon

if you use
RUNNING-IN COMPOUND AND UPPER CYLINDER LUBRICANT
containing

'dag'
COLLOIDAL GRAPHITE

★ *BECAUSE the lubricating surface that 'dag' Colloidal Graphite imparts to cylinder walls and piston rings cannot be removed by heat or fuel—thus ensuring smoother performance, higher compression and lower fuel consumption.*

You can get R.I.C. and U.C.L. labelled either 'dag' Colloidal Graphite or "Acheson" Colloidal Graphite from your garage or from Halfords.

MAIL THIS COUPON FOR MORE DETAILS

*TO:— **ACHESON COLLOIDS LIMITED,***
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Please send literature and details of sources of supply of special lubricants containing 'dag' Colloidal Graphite.

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ADDRESS .....

D/20 ....

dag COLLOIDS

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AL-FIN

BONDED BI-METALLIC BRAKE DRUMS

have been used successfully in many leading events this year among which is the following—

Le Mans 24 hour Road Race

FRAZER-NASH Fourth in Annual Handicap. First in 2 litre Class. (*We apologise for not including this result in our previous announcement.*)	**ALLARD** First British Car to finish. First in the 8 litre class. Third in general classification.
JUPITER (JOWETT) First in 1½ litre class, breaking class record.	**ASTON-MARTIN** Tied for first place in Fourth Annual Cup for performance on handicap—also took third place. First and second in 3 litre class. 3 litre lap record and 3 litre class record for distance covered.

★ The Al-Fin molecular bonding process as applied to brake drums has enabled brake temperatures to be dropped 50°c. or more, ensuring that the linings do not reach a temperature where fade and excessive wear become apparent. Great reduction in unsprung weight is achieved with consequent increase in performance. Please write to Al-Fin Division :—

WELLWORTHY PISTON RINGS LIMITED

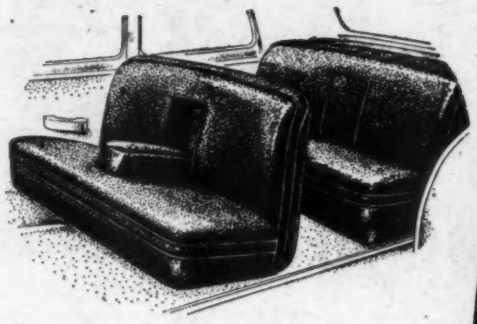
RADIAL WORKS · LYMINGTON · HANTS · Tel. Lymington 520

FOR STYLE, ELEGANCE AND DURABILITY . . .

Rootes

LOOSE CAR SEAT COVERS

Rootes Loose Seat Covers improve your car in every way. Tailor-made from superfine felts of the highest quality, they fit like a glove and keep their good looks as well as their shape through a lifetime of hard wear. They are moth and shower proofed and can be dry-cleaned by the approved processes.



Patterns available on application to Dept. A.C.

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The new G.K.N. Weldnut is THE 100% SELF-LOCATING NUT FOR 'INACCESSIBLE' POSITIONS. Hexagon-shaped, it has a circular locating and welding collar which positions the nut automatically in the hole prepared for it. Due to full line contact, the metal fuses rapidly and evenly, ensuring a clean weld—threads undamaged and nut squarely on the sheet, there it remains, a captive nut, speedily applied and permanently fixed by projection welding in sheet metal assemblies.

with the G.K.N. WELDNUT all positions are accessible

GKN GUEST KEEN & NETTLEFOLDS (MIDLANDS) LIMITED

Bolt & Nut Division, Atlas Works, Darlaston, S. Staffs. Telephone: Darlaston 28.

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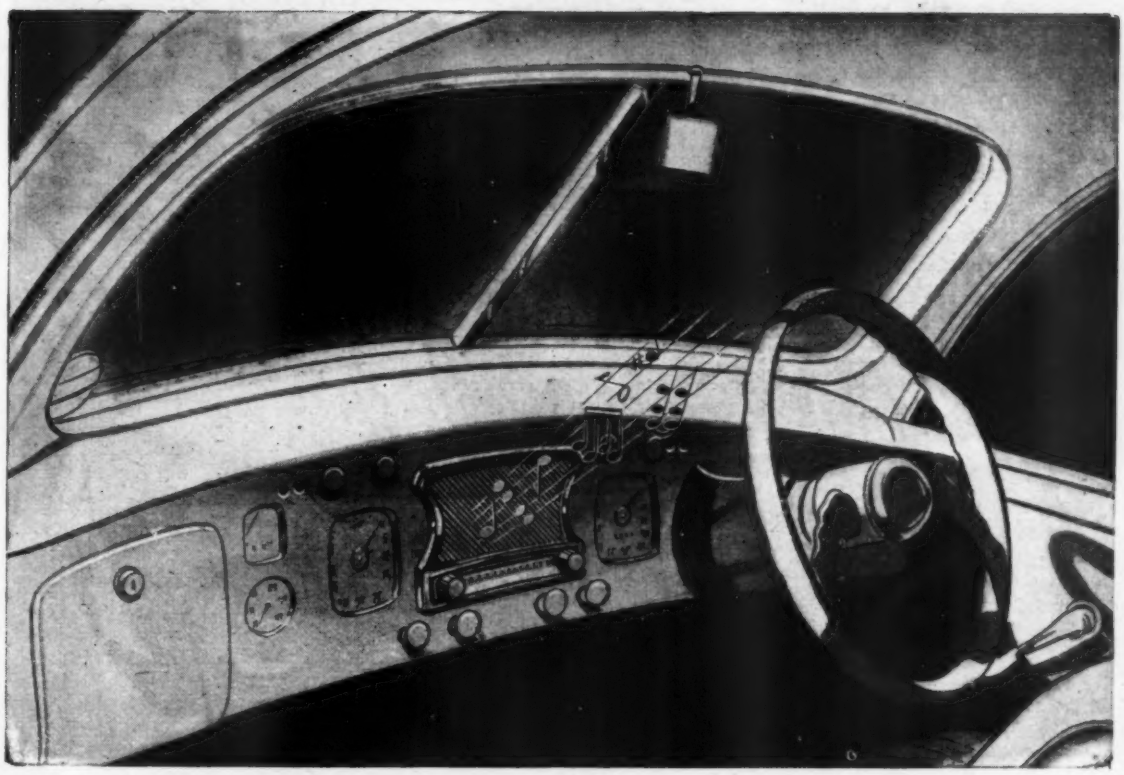

AMONG TWENTY SEVEN OTHER THINGS

The car radio is only one item in sometimes as many as twenty seven in the modern car relying on the battery for efficient functioning. Power in a battery is vital. Power to spare is ideal. That is why more and more Oldham Batteries are being bought by discerning motorists . . .

. . . That's why you must have
The Battery with POWER TO SPARE

STAND No. 389

● For nearly 20 years, Oldham Car Batteries have been covered by the Two Years' Insured Life Plan.

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OLDHAM & SON LTD · DENTON · MANCHESTER · ESTABLISHED 1865

METROVICK LAMPS

for all Transport Lighting

METROPOLITAN-VICKERS ELECTRICAL CO. LTD.

ST. PAUL'S CORNER, 1-3 ST. PAUL'S CHURCHYARD, LONDON, E.C.4

A member of the A.E.I. group of Companies

S/V 903

The SM 1500

Dignity, style and perfect balance.

High performance cloaked in quiet good manners.

Real comfort for 5-6 in a one-and-a-half litre. This is the S.M. 1500.

★ The Motor '. . . *cornering, in fact, is outstandingly good. Particularly praiseworthy, too, is the rear-seat ride, which is unusually steady at all times.*'

SINGER MOTORS LIMITED · BIRMINGHAM & COVENTRY · ENGLAND

He's fitted a 'HI-VOLT' Coil and stopped pouring cash through the exhaust! If you want to make sure every drop of petrol you buy gives you motive power, fit a 'HI-VOLT'. It will give you instant starting, greater pulling power, and rapid acceleration —all resulting in greater petrol economy.

Hi-Volt Retail Price **49/6**

the only *Vacuum Impregnated*

OIL INSULATED COIL

Write to Manufacturers for Leaflet—

AUTOMOBILE ELECTRICAL SPARES
(MANCHESTER) *'phone: ARDwick 3558*

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'PREMIUM' MOTOR OIL

An Excellent Oil at a Lower Price

Special DETERGENT properties derived from Multi-functional Additives not only clean the engine as it runs, but reduce Oxidisation and Carbon Deposit, eliminate Sludge and prevent corrosion. Film strength is greatly increased.
In Grades A, BB, XL, XXL, XXXL (very heavy), and SAE 20 Gamagolite (for New and Rebored engines). Grade List free.
Gamages "Popular" Oil still available at 5 GALLS. for **27/6**

5 Gall. Drum 32/6 *Carr. 2/- England or Wales*

MULTI-PLATE BATTERIES

For all cars and commercial vehicles—Write for list.
Guaranteed 12 months. Examples:—

6 volt, 60 amp., 9 plates per cell. 7½" x 6¾" x 9½" **65/-**
6 volt, 70 amp., 13 plates per cell. 9½" x 6¾" x 7¾" **80/-**
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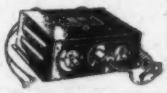
12 volt, 60 amp., 9 plates per cell. 13¼" x 6¾" x 9½" **135/-**

Supplied uncharged. Carr. 6 volt 5/6. 12 volt 8/-. Eng. & Wales.

The Gamage
1 Amp. BATTERY CHARGER



Fuses fitted on both the input and output sides. Red indicator light shows when the charger is in use. Charges 2, 6 or 12 volt batteries. 200/250 volts A/C mains only.
Fully Guaranteed 57/6
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4½-gall. JERRICANS
Govt. Surplus. A strong and serviceable container for paraffin, petrol, etc.
BARGAIN PRICE **6/-**

Carr. 1/9 outside van area.

Gamages Famous Portable
ELECTRIC PAINT SPRAYER

Sprays to perfection Paint, Cellulose, Enamel, Distemper, Creosote, Insecticide, etc.
FULLY GUARANTEED

Powerful new type motor. Universal AC/DC voltage, either 100/110, 200/220, 230/250, 0/50 cycles. 18 ft. flex cable. Lightweight power unit which may be carried on the back by means of the sling provided. Please state voltage.

7 Gns. *CARR. PAID*

Demonstrations Daily in the Motor Dept.

LIST OF MOTORING & TOOL BARGAINS SENT FREE

GAMAGES, HOLBORN, LONDON, E.C.1

...depend on

PARK BATTERIES

PARK BROS LTD · BLACKBURN · LANCS · ENGLAND
Visit our Stand No. 444 at The International Motor Exhibition

Dirt-Proof

YOUR ENGINE OIL

WITH AC OIL FILTER ELEMENTS

Dirty engine oil ruins engines. It clogs piston rings and valves — wears out moving parts — wastes oil, fuel and power. You can obtain *complete protection* against dirty oil by changing your AC Oil Filter Elements regularly (at least every 8000 miles). If your car is fitted with AC Filter Cartridges, change them regularly too. Easily replaced, they preserve engine power, save fuel and repair bills. See your local garage man *today*!

Make this Dipstick Test To-day!

Black oil on your dipstick means dirt and grit are wearing away your engine. Get longer engine life by replacing the AC Elements regularly.

AC

AC-SPHINX SPARK PLUG COMPANY, DIVISION OF GENERAL MOTORS LIMITED DUNSTABLE, BEDFORDSHIRE

BY APPOINTMENT
MANUFACTURERS OF
ELECTRIC LAMPS
TO H.M. THE KING

Switch to Crompton

CROMPTON PARKINSON LTD., CROMPTON HOUSE, ALDWYCH, LONDON, W.C.2

"This **NUAGANE** is-

- true to its name, dear—makes car upholstery 'NEW AGAIN' all right!"

Amazing the *difference* NUAGANE Flexible Leather Paint makes to faded, shabby or discoloured car upholstery! Brush or spray it on and—hey, presto! —when it dries you have as-good-as-new upholstery—gloriously refreshed and lustrous! Moreover, NUAGANE enhances the value of your car. Waterproof, flexible and durable, NUAGANE is available in 22 colours —and you can either renew your upholstery in its present shade or in a different colour altogether. **Send now for details and colour card.**

NUAGANE is obtainable from your Garage and from HALFORDS

Trade prices on application.
Overseas enquiries invited.

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presents—

Quickly and easily imparts a super-brilliant, protective and lasting "finish"

PER **3/6** TIN

● And for the preliminary cleaning and magical removal of "bloom" and traffic dirt, there's RONUK CARSHINE.

RONUK LTD · PORTSLADE · SUSSEX

Something wrong old man?

A few weeks ago this trusting motorist drained his sump and poured in six pints of lovely new golden-green oil. And now look at it! Black with all the elements that ruin engines: carbon, grit, corroding acids, metal filings, not to mention old oil. Yes, old oil. Draining the sump never gets rid of *all* the dirty old oil. That just sticks around to mix with the fresh lot. And there is only one satisfactory answer — a FRAM. Fit a FRAM. That'll clean the oil and keep it clean as a new pin.

FRAM (Regd) Oil Cleaner adds years to the life of your engine

Watch your dipstick. Should the oil show signs of discolouring whip out the used FRAM cartridge and drop in a new one. That's all there is to keeping your oil really clean—as clean as it comes from the makers.

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SIMMONDS AEROCESSORIES LIMITED, TREFOREST, GLAMORGAN. Also LONDON, BIRMINGHAM, STOCKHOLM and MELBOURNE.

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RAPID HAND CLEANSER

Makes Short Work of Dirt & Skin dangers

Obtainable from all Garages, Ironmongers & Chemists

10 oz. Tin 1'5½

DEB CHEMICAL PROPRIETARIES LIMITED, Forfar Works, Spencer Rd., Belper, Derbyshire. *Tel.: Belper 278*

'No wonder they insure more cars than any other company!'

'I was 200 miles from home when the accident happened. Whilst in hospital I got in touch with GENERAL's local office. They took care of everything smoothly and efficiently. *That's* what I call service!'

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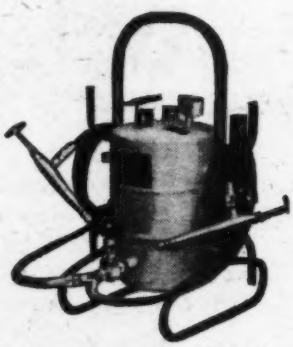

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TWO GUN **LUBRICATOR**

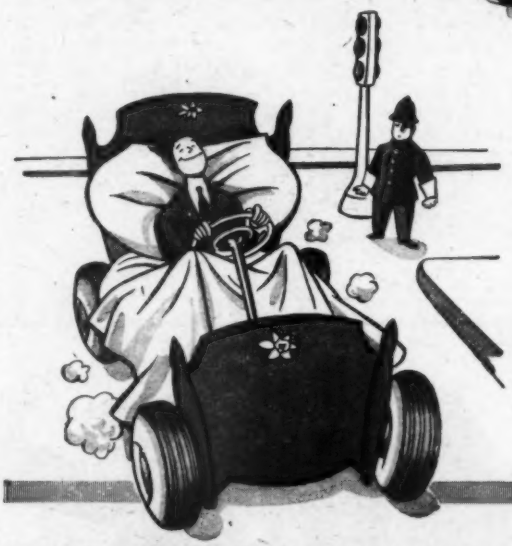
for high & low pressure lubrication

MODEL 'J' Price £30 (with 5 gallons lubricant £0/-). Low Pressure gun delivers from 10 lbs. per sq. in. to a direct pressure of 6,000 lbs. per sq. in. High Pressure gun delivers from 6,000 lbs. per sq. in. to a direct pressure of approximately 20,000 lbs. per sq. in.
Also the CARRY model for works, factories and private garages.
Full particulars from:—

LANG OVERSEAS LIMITED

75, OXFORD STREET, LIVERPOOL

if your car feels like this...



... it's time to use MARFAK Chassis lubricant

That CUSHIONY feeling lasts longer with MARFAK lubricant

Why does Marfak stick to its job longer?

Because Marfak is scientifically made, is adhesive and cohesive. It stays put and protects equipment where ordinary greases fail.

Marfak contains a specially selected high viscosity mineral oil which ensures protection under high pressures and because of its special fibre it cannot be thrown off by centrifugal force.

Under revolving loads Marfak maintains a fluid film in bearings and thus provides protection where it is most needed. It will give perfect lubrication for hundreds of miles more than is possible where conventional type greases are used. Marfak resists shock loads and will not squeeze out. You can demonstrate this by hitting Marfak with a hammer—you will find that it will not spatter.

You too can enjoy that wonderful "cushiony" feeling by getting the Marfak service where you see this sign...

Ask your Regent dealer to give your car that Marfak feeling now!

MARFAK IS MARKETED IN THE U.K. BY

REGENT OIL COMPANY LIMITED

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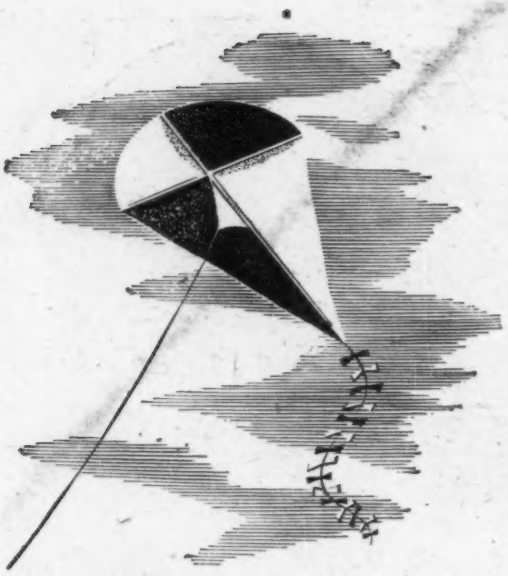
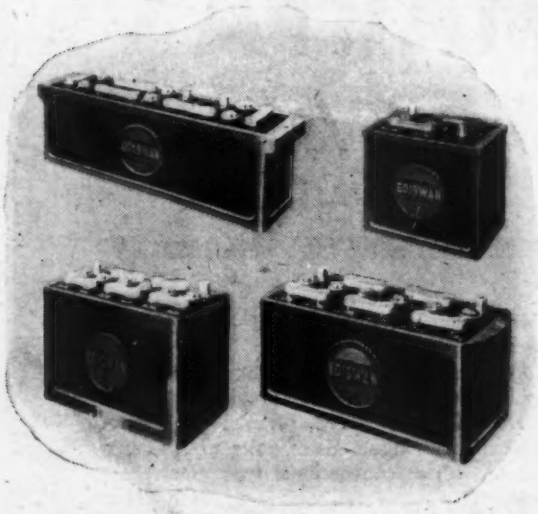


For High Performance at Low Cost



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BATTERIES

for all cars and light commercial vehicles

THE EDISON SWAN ELECTRIC COMPANY LTD.
PONDERS END · MIDDLESEX

Head Office: 155, Charing Cross Road, London, W.C.2

E.S.71

Controls to stay

. . . and Bowden controls, which have already been in use for 53 years, are likely to stay longer than any. But if all controls were appreciated by industry as are Bowden mechanisms, everyone would be happy.

Bowden

CONTROL MECHANISMS

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A Home where you want it

Looking for a holiday home? Be wise—call on Ferraris of London. You will marvel at the well assorted range of homes on wheels displayed in our showrooms. Every one of them is a masterpiece built for particular people—for people who know the best and take a pride in possessing it.

Full details of our "buying out of income" schemes are given in our illustrated brochure. Write for your free copy.

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GLAdstone 2234. Open weekdays including Saturday 8.30 a.m.—6 p.m. Sundays 11 a.m.—4 p.m.

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DUNDROD CIRCUIT BELFAST

September 16th

'The AUTOCAR' Photograph

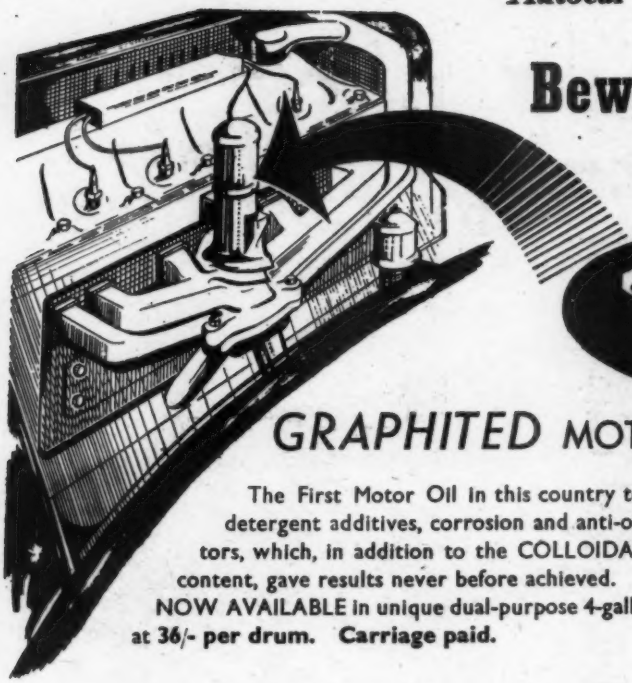
'The MOTOR' Photograph

Jaguar XK 120 Cars driven by Stirling Moss and Peter Whitehead were **1st and 2nd in the Tourist Trophy, Class 'C' Event,** and the **Distance Award.**
In Class 'F' M.G.'s were 1st, 2nd & 3rd.
All these cars were fitted with MINTEX Brake Liners.

(Subject to Official Confirmation)

Where High Performance is required you can rely on MINTEX

MINTEX Brake Liners are manufactured by British Belting and Asbestos Ltd., Cleckheaton, Yorkshire and are obtainable from all MINTEX Service Depots & Stockists.



Beware of cylinder wear

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GRAPHITED MOTOR OIL

The First Motor Oil in this country to incorporate detergent additives, corrosion and anti-oxidant inhibitors, which, in addition to the COLLOIDAL GRAPHITE content, gave results never before achieved.

NOW AVAILABLE in unique dual-purpose 4-gallon drum pail at 36/- per drum. Carriage paid.

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Yes— you can dance with me now—your hands are clean!

Women are quick to notice the difference in a man's hands. Get rid of that ingrained dirty look and keep your hands antiseptic and really clean.

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FOR GARAGE HANDS

In 5 Gall. Cans ; 46/- Liquid, 50/- Jelly.
Enough for 3,000 pairs of dirty hands.

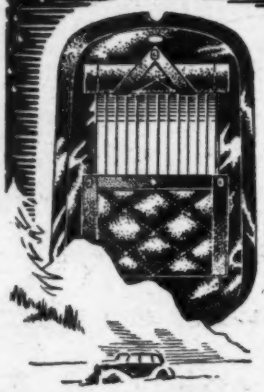
FREE SAMPLE from—
Dept. A, SANDOZ PRODUCTS Ltd., Canal Road, Bradford.
Telephone : 26302 (6 lines).

Fabram

REGD

The ARISTOCRAT *of* RADIATOR MUFFS

Best for Winter's worst



- For quick starting, petrol economy, reduction of starting-strain and engine wear.
- For prevention of damage by frost and for conserving engine heat.
- Triple material throughout, clean tailored lines, reinforced seams.
- ALSO THE FABRAM MINIMUF with Patented quick-action attachment.
- DELIVERY FROM STOCK FOR ALL POPULAR MODELS.

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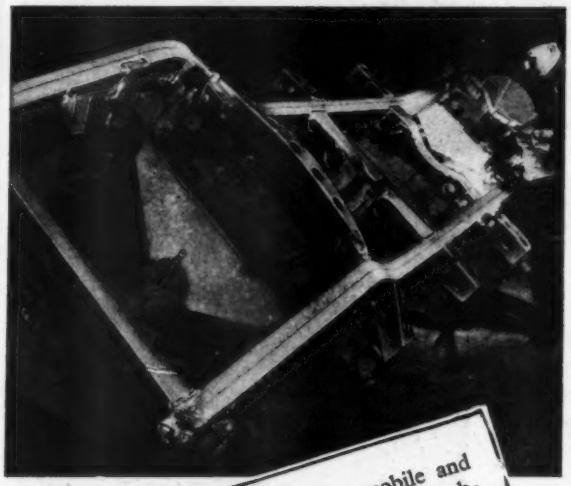

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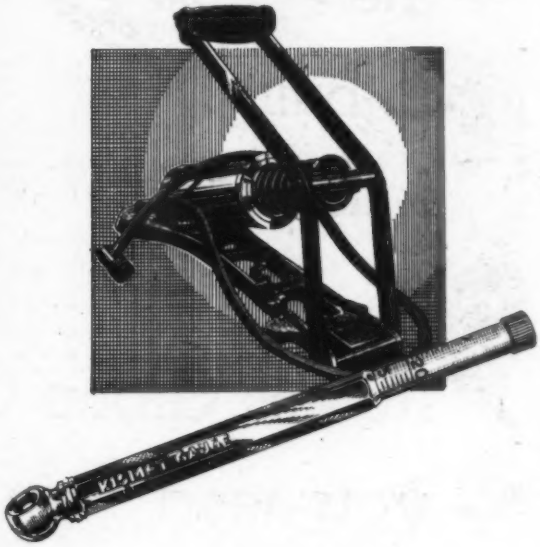

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The Autocar
FOUNDED 1895

No. 2864 FRIDAY, SEPTEMBER 29, 1950 Vol. XCV

An Era Passes

IT is not political partisanship that must make the motor industry view the change of ownership of steel with the utmost misgiving. Who controls steel only too obviously controls car manufacture, and it is one of the biggest criticisms of nationalization that the customer for the products concerned loses his prerogative of being always right. Will it be sufficient in the future for the car manufacturer to appear at the counter, good money in hand, and to state his requirements? That is the question that remains unanswered as the steel industry passes into the hands of a Government which has the declared intention of planning industry to fit into an overall economic framework, rather than just to supply consumer needs.

From a position of relative plenty, the steel industry is about to pass into an era in which rearmament is likely to impose scarcity; such conditions may be met with even more productive capacity, but in view of the fears of future surpluses, and the high cost of steel mills, the risk is ever present that the new owners may decide on a list of "priorities"; if that should occur, where will car manufacture—apart from exports—appear in the list?

In the cacophony of political argument, it is too often overlooked that the old demand and supply mechanism enabled man to control his economic environment probably as well as he will ever do so. If the public wanted cars there was always someone ready to build them and someone else equally ready to produce the raw material with which they were built. Now the scene must change. The public will still want cars, and the manufacturers are always ready to build them. But controlling the raw material is Authority, which has arrogated to itself the right to say whether or not the public ought to have cars.

Turbine Classification

THERE is an element of novelty about the suggestion that the classification of turbocars for competitive purposes should be based on air consumption, for air is free and there is plenty of it. The fact that air in the ratio of about 14 to 1 is a necessity for the combustion of fuel is readily overlooked. But the article on the following pages proves as conclusively as is possible at this stage that air consumption is the most promising means by which turbine categories can be formulated. From this it follows that the area of the intake orifice to the air compressor can conveniently be used to define relative categories.

The method, as the article shows, should prove admirable for competition between turbocar and turbocar, but difficulties arise when it is desired to evaluate turbines against conventional piston engines. Although air consumption is a ready yardstick for the piston engine also, the difference in air consumption rates between the reciprocating engine and the turbine unit is such that it is necessary to arrive at an equitable ratio, and this is no easy matter. The article makes tentative suggestions, however. For ultimate performance, exemplified by the world's land speed record, no limitations need be imposed.

At this early stage in turbocar development classification may seem somewhat premature, but this is very far from being the position. The new type of power unit is so promising, and the world, conditioned by aircraft turbine successes, is so prepared for the development, that everything should be done to make its path to success straightforward and its advantages readily appreciated. To do this a competitive classification is essential.

What must be guarded against is too great rigidity in such matters. Whatever regulations are evolved should be capable of adaptation as new factors appear to render them inapplicable, applicable only with difficulty, or likely to impede progressive design. Rules are made to be kept, but only so long as they inspire respect for their conception and purpose.

Turbine Cars in Competition

HOW SHOULD THEY BE CLASSIFIED?

Both before and since the demonstration and timed tests of the Rover Turbocar at the M.I.R.A. proving ground in March, 1950, the R.A.C. Technical Committee has been considering the problem of classifying and rating automobile gas turbines. Here are some of the special considerations involved.

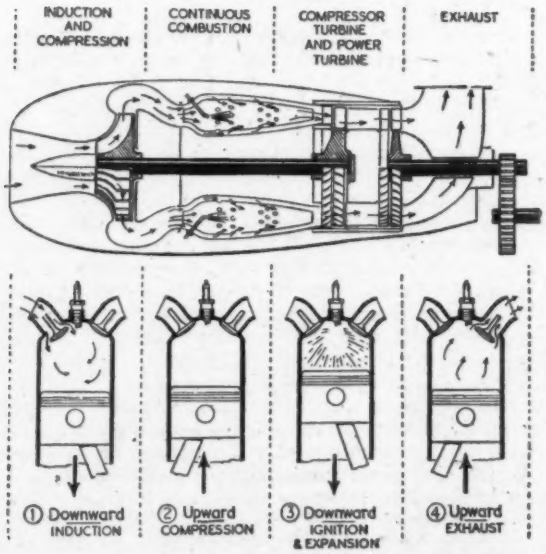
Readers anxious to become more familiar with the subject of turbines are referred to "Gas Turbines and Jet Propulsion" (5th edition) by G. Geoffrey Smith, M.B.E., copies of which are available from *The Autocar* offices, price 21s.

Britain built the world's first turbocar. Under R.A.C. supervision this Rover car exceeded 85 m.p.h. when demonstrated on March 8, 1950.

IT may be argued that to frame regulations for turbine cars at this stage is on a par with counting chickens before they are hatched. Only the most feckless individuals neglect to make provision for their offspring until they are actually born. No one can foretell what the gestatory period of the turbocar will be, but all possible steps should be taken to facilitate its development.

Just as soon as automobile gas turbine power units become available it will be necessary to employ some system of classification to help establish the relative merits of individual demonstrations or tests and, later, to group vehicles for competitive events. The method adopted must be equitable for varying types of units, must permit the widest scope for the exercise of designing skill, and must embody no restrictive clause or condition which could offer advantage by evasion and thus lead to the production of freak units specially for competitive purposes.

Many systems and formulæ have been proposed, tried and, for varied periods, used for the conventional piston engine, but with the passing of the years the method of grouping according to the capacity of the engine cylinders swept by the pistons has been found equitable, workable, and simple to check, and has now won virtually universal acceptance. With this system it will be seen that, apart from a maximum dimensional limit, the designer has a free hand to exercise his ingenuity. His engine can be of long- or short-stroke type, of any compression ratio, of any number of cylinders, with any number of valves, carburettors and sparking plugs. If he departs from the conventional type he can build an engine to function on the two-stroke instead of the four-stroke cycle, use a swash-plate or wobble-plate mechanism instead of a crankshaft, use sleeve, cuff, slide, or rotary valves instead of the familiar mushroom type and eliminate the carburettor by injecting the fuel into the manifold, the valve ports or the cylinders.



The functional similarity of rotary and reciprocating heat engines is indicated in this diagram showing the operation of a two-shaft turbine unit and a conventional piston engine.

Heat Engine

What is the overriding virtue of classification by swept capacity? Consider for a moment the basic facts. The power unit is a heat engine and the heat is locked up in the fuel. It can be released for use only by combustion in air at a ratio of approximately one part of petrol to fourteen parts of air. Given a certain quantity of air only a certain quantity of fuel can be consumed and only a certain amount of heat energy released. Only about one-third of this energy is eventually available for useful work delivered by the crankshaft; the other two-thirds are lost down the exhaust pipe, in the cooling system, by friction and by radiation.

The quantity of air taken into an engine is determined by the capacity of the cylinders swept by the pistons, or, in other words, by the breathing capacity of the engine. Obviously, the rate at which the engine breathes—the number of inhalations per unit time—is a factor. It is not, however, a decisive one as output does not increase in direct ratio with speed of rotation but, in fact, reaches a peak and subsequently declines. Here the skill of the designer comes into play and legitimate advantage can be obtained. At any particular period of technical development there is a good attainable average and thus, for all practical purposes, the swept capacity is "equitable" and "workable" and the designer is encouraged to beat the average. Design does not imply elimination of a bad feature, boosting a good feature, a compromise of good and bad features or a jump in the dark, but a balanced blending of a variety of divergent characteristics to yield the optimum performance over the range for which the unit is intended to operate.

How much air does an engine consume? Take an actual example of a unit in production, having six cylinders, bore $3\frac{1}{16}$in (87.3 mm), stroke $4\frac{3}{8}$in (111.1 mm), and develop-

ing 130 h.p. at 3,700 r.p.m. The swept capacity is 243.6 cu in (3,991.7 c.c.) and, if this space is filled every alternate revolution of the crankshaft, the total volume of air aspirated per second will be 243.6 × 30.8 = 7,502.88 cu in = 4.34 cu ft per sec. As one cubic foot of air weighs 0.08 lb it can be said that the engine consumes air at the rate of 0.347 lb per sec.

This assumes a constant density of the air which, as can be seen from the barometer, varies at different altitudes and on different days. However that may upset carburation it does not destroy the *equity*, as all competitors in a particular event will be similarly affected. It implies natural aspiration, of course, and the artificial boosting of the atmosphere by supercharging has to be offset by a capacity handicap. In Grand Prix racing, engines are limited to a capacity of 4.5 litres if naturally aspirated and 1.5 litres if supercharged.

With the turbine car there are three problems. First, to establish a classification for record purposes; second, to determine ratings for competition of turbine against turbine, and finally to find a system whereby turbine cars can be run in competition with piston-engined cars. Can experience gained in the classification of reciprocating engines be of value in formulating a code for turbine units? Certainly it cannot be ignored.

The two types of power units have a fundamental identity as both are heat engines consuming a liquid fuel in air. Functionally, however, they differ widely. The piston engine produces power intermittently by means of reciprocating motion, whilst the turbine achieves continuous power by rotary motion. In the piston engine combustion is effected at a compression ratio of, say, 7 to 1, but in the turbine at only about 4 to 1. In both the fuel is consumed in air at a ratio of about 14 to 1, but whereas the piston engine needs to take in only sufficient air for combustion the turbine has to take in a much greater quantity of air to dilute the hot gases and effect internal cooling. The overall air to fuel ratio of the turbine will be 60 to 1 or even 70 to 1. Despite these differences it would appear that the logical basis of classification is again air consumption. In this instance, as the turbine is a continuous producer, the designation needs to be a breathing *rate* instead of a breathing *volume*.

Measuring

How can air consumption be measured? An orifice of a specific area is required in the intake system and an accurate means of ascertaining the air velocity through the orifice. Measurement of air velocity presents great difficulties and is scarcely practicable for automobile units. The use for each class of a standard venturi in the intake duct (on the lines of a carburettor choke) could impose an upper limit on air flow as the velocity through the venturi throat cannot exceed the speed of sound (about 1,110ft per sec). This, however, would be undesirable as the designer would be tempted to obtain the maximum quantity of air by accelerating the flow to sonic velocity and then diffusing down to a more reasonable velocity before entry to the compressor. It would thus involve a fairly long *convergent* duct to the throat and then a fairly long *divergent* duct to the compressor. It would be cumbersome and involve air friction losses which would impair performance.

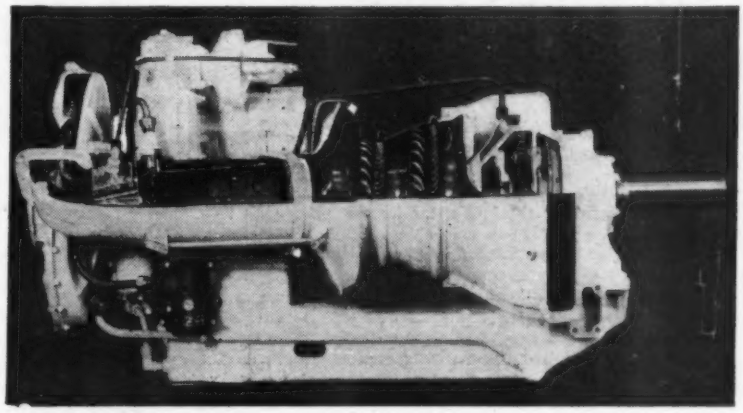
Variations

If all turbines operated with the same air intake velocity the area of the compressor entry could determine the air consumption rate. Actually, from heavy, low speed industrial units to light, high speed aircraft types the intake velocity may range from 400ft per sec to 500ft per sec (approximately). Automobile turbines will probably fall between these figures and their air velocity could be assumed to be 450ft per sec. Granted this, an assumed air consumption could be used as a classification and units could be grouped, for instance, as of 20, 25 or 30 cu ft per sec or 1.6, 2.0 or 2.4 lb per sec air flow. This seems reasonably satisfactory except that it is, unfortunately, based on an assumption.

Now, there can be no question that it is highly undesirable that a classification should include any factor which is not capable of definite physical measurement or checking. Accordingly it is pertinent to investigate if the assumption is necessary; whether, in fact, it is essential to classify on *actual* air consumption or on *potential* air consumption.

To revert for a moment to the piston engine, it will be found that it is not classified on actual air consumption—that would necessitate a formula including the r.p.m.—but to the cubic capacity which is available for use. Within that limiting capacity the designer can use his cunning to induce all the air he desires by whatever means he selects for his purpose. He cannot win unfair advantage by increasing r.p.m. unduly as he will encounter severe technical difficulties; consequently he is driven to design for efficiency.

Similar reasoning can be applied to the turbine unit. If it be classified solely on the area of the compressor entry its potential capacity will be defined. An upper limit is rigidly maintained by physical consideration—the velocity cannot exceed that of sound. The lower limit is determined by technical consideration—the current state of the art—and may be modified in time as experience is accumulated. At present the centrifugal compressor has the higher intake velocity, higher rotational speed, lighter weight, greater diameter, shorter length and more robust construction. The functionally more efficient axial flow compressor has a lower intake velocity and is more expensive to construct. Many factors must be assessed when a designer selects the type of compressor and he should be free to use components of whatever type is most suitable and will give the

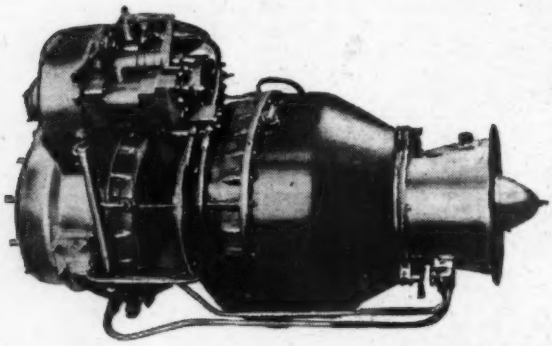


Developing 200 h.p. at a power shaft speed of 2,750 r.p.m., the Boeing 502 turbine unit installed in a commercial vehicle has been operated experimentally on the road in the U.S.A.

Turbine Cars in Competition . . . . . continued

optimum overall efficiency. Classification on the area of the compressor entry will give him that freedom and encourage the improvement of component efficiencies and the use of higher gas temperatures. With this system turbines could be grouped and designated as of 6, 7 or 8 sq in or, say, of 35, 45 or 55 sq cm.

What would be the area of the compressor entry of a turbine unit having an output approximately equivalent to the piston engine referred to earlier? In current practice about 75 h.p. can be expected for an air consumption of 1 lb per sec, and consequently a 130 h.p. unit will require, say, 1.75 lb per sec. This is equivalent to 21.62 cu ft per sec which, at an assumed velocity of 450 ft per sec, would pass through an orifice of 0.0486 sq ft or 6.999 sq in. Thus the hypothetical turbine could come into a 7 sq in or a



In France this Turbomeca unit of about 160 h.p. is likely soon to be fitted in a car for test purposes.

45 sq cm class. A circular orifice of 3in diameter has an area of 7.069 sq in and that for an annular orifice with outer diameter 4½in and inner diameter 3½in is 6.905 sq in.

The area of the entry orifice can be simply and precisely checked from the actual components, in the manner by which bore and stroke of a piston engine are checked after a test. No structural changes are necessary and the installation is not affected. If deemed desirable a simple apertured sandwich plate could be fitted between the entry duct and the compressor casing and arranged for easy withdrawal. This could be officially sealed in position and taken out for checking after a test. A divided plate could be used where the orifice had to be an annulus around an intake cone, as is common for both axial and centrifugal compressors.

Power Turbine Gas Flow

What are the alternatives to the suggested system? The compressor, the turbine that drives it, and the combustion chamber could be regarded merely as a gas producing unit and classified according to the gas flow into the power turbine. However, it is hardly practicable, for it requires either direct or assumed determination of gas velocity and accurate measurement of the turbine nozzle area. This is most difficult, as the sum of the cross-sectional areas of the angularly directed spaces between the curved guide vanes must be ascertained.

If the exit area of the power turbine was adopted as the measuring point it would be undesirable as it would encourage design for a high gas velocity at the turbine exit.

It would be possible to group according to the exit area of the compressor turbine, but, similarly, this would tend to a high leaving velocity and probably necessitate a diffusing duct to lower the velocity before entering the power turbine.

None of these alternative suggestions would seem to be as equitable and workable as the first proposal to classify on the area of the compressor entry.

So far, classification has been considered only as it applies to distance or time records for turbine driven cars. For races and trials, turbocars could well be matched in groups having a top limit or intake in the same manner as conventional cars are grouped within a limiting swept capacity.

Classification by imposing an upper limit on either the weight of the power unit or the overall weight of the vehicle is unattractive, as it may lead to design on lower stress margins than is customary for automobiles. It is unlikely that any advantage to be gained in that direction would be pressed to a point endangering safety, but to avoid hazards it would necessitate meticulous testing and examination of materials and components, as in aircraft practice.

The attractively simple idea of making cars compete in races on a limited quantity of fuel is as sound for turbines as for piston engines. It has the effect of forcing the designer to seek advantage by the improvement of thermal efficiency. Any lessons learned should be applicable, to some degree, to commercially produced cars and thus, to use the hackneyed phrase, "improve the breed."

If turbocars are to be run in competition with conventional piston-engined vehicles a method of relative evaluation must be found. This raises further problems upon which there could usefully be some discussion. It is not practicable to make a direct comparison between an area (for the turbine) and a volume (for the piston engine). At this stage only tentative suggestion can be made.

Fixing a Ratio

Probably an arbitrary factor, deduced from a comparison of estimated air consumptions, will need to be adopted. It is known that the air to fuel ratios are approximately 65 to 1 for the turbine and 14 to 1 for the piston engine and consequently an air consumption ratio of 4.5 to 1 or 5 to 1 could be proposed for the two types. In the examples already quoted the turbine consumes 21.62 cu ft per sec and the piston engine 4.34 cu ft per sec. However, earlier it was postulated that assumptions are undesirable so, as this suggestion includes assumptions of turbine air velocity and piston engine speed, it cannot be deemed wholly satisfactory.

For competition between turbocars and piston-engined cars the total fuel allowance scheme is not so happy. Turbine units consume fuel at a higher specific rate than piston engines and doubtless an extra allowance (which might be to the extent of 50 per cent) could be arranged. This would not, however, redress the balance. In racing events not merely the number of gallons of fuel is involved but also tankage and pit stops for replenishment. A turbocar would thus suffer a weight handicap owing to increased tankage or a time handicap on account of an increased number of refuelling stops.

Perhaps a sounder method would be based on a relationship between compressor entry area and total piston area. Areas could be checked by direct measurement, and technical considerations affecting intake air velocity, piston linear speed and engine rotational speed will determine "good, attainable average" values. The compensating factor to equate the two types could, of course, be officially modified from time to time to redress any marked advantage obtained by the technical advance of one or other of the types and, so to speak, restore the handicap. How would this scheme apply on the two examples quoted? The turbine has an entry area of 6.88 sq in, while six cylinders of 3 7/16in diameter give a total piston area of 55.68 sq in. This suggests the ratio of areas could be 1 to 8.

It will not have escaped notice that this proposal begs the highly controversial question as to whether it would be preferable to classify piston engines on swept capacity or piston area or, *sotto voce*, whether it is better to have a large number of small diameter cylinders or a smaller number of larger cylinders. Having stirred up *that* hornet's nest it would appear wise to make a strategic retreat while the going is still good.

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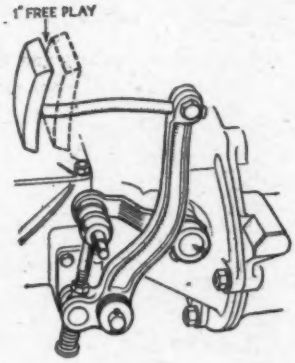
ENGINE TO ROAD

CHECKING THE TRANSMISSION AND BRAKES

NEARLY all the attention which, it is hoped, has been lavished on cars as a result of the previous articles in this series has been directed at the front of the car, centring on the engine. Now, however, the time has come to follow the drive from the engine through the clutch, gear box, propeller-shaft and universal joints, rear axle, and so to the road wheels. The element of tuning is greatly reduced now that the carburation and sparks departments have been dealt with, but there is still scope on less glamorous parts of the transmission to carry out important maintenance tasks which can prevent or postpone what can be very heavy bills for replacements and repairs.

It is not possible to discuss major operations relating to such tasks as renewing gear box parts, because makers have their own ideas about the detailed construction of the transmission and, unfortunately, it is all too frequently necessary to remove the engine before one can do any dismantling of transmission components.



A typical clutch adjustment, with the free travel which must be left to the pedal to ensure that the withdrawal bearing does not rub.

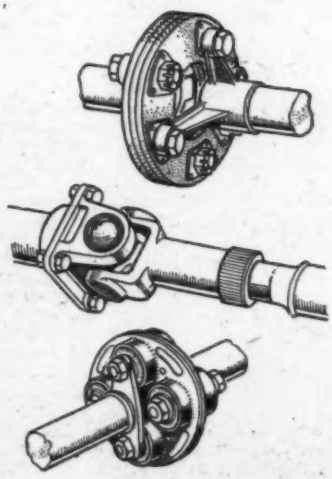
System is always the secret of success if worthwhile results are to be achieved from an afternoon in the garage. It is so easy, and so fatal, to jump from one thing to another as one remembers different parts which need attention, but for the purposes of the transmission, the clutch makes a logical starting place.

Clutch adjustment and cleaning are the principal operations because relining and major overhauls do not come within the scope of this series. Generalizing, it may be said that about 1in free travel on the clutch pedal, before any resistance is felt, is desirable. As the clutch wears, so this play is likely to be reduced and, if not readjusted, its eventual absence will lead to clutch slip. Although the method of adjustment varies on different cars, the amateur mechanic should have no difficulty in tracking it down. It is normally to be found on the actuating arm protruding from the clutch housing. Alternatively, it may be located by tracing the linkage back to the clutch from the pedal itself. The actual adjustment is a simple case of screwing or unscrewing the adjuster until the play is sufficient.

Clutch slip may not necessarily call for relining. Oil may have got on to the clutch plates, and it should be noted that the drain hole in the bottom of the housing should be clear. Petrol may be used to clean the clutch plates, but a better job can be made by obtaining a refill tin of Pyrene fire extinguisher liquid, the highly poisonous carbon-tetrachloride, which must not be used in a confined space. Open the inspection cover at the top of the housing and, with the engine running, pour in some of the liquid. Engage top gear, with the brakes on, and work the clutch up and down—without, of course, stalling the engine. An assistant to pour in the liquid while the owner works the clutch can be helpful.

The gear box is too frequently ignored and dry running causes a great deal of unnecessary wear. If the box is dry, or the oil depleted and dirty, flush out with a little fresh oil and then top up with the recommended lubricant.

Universal joints, fitted to allow for the up and down movement of the back axle, vary in construction and therefore in maintenance. The older type of fabric disc is not so hard wearing as the steel type, but has the advantage of simple replacement. The only spare part required is the new disc and all the necessary bolts can be removed fom the old disc and transferred to the new. As the new fabric is very stiff its fitting may be irksome, but examination of the positioning of the old disc before removal will make the sequence of operations quite clear, even to the tyro.

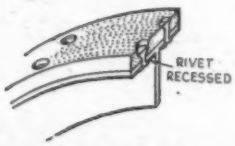


Three types of universal joints: (top) the obsolescent fabric disc; (centre) the needle roller bearing; and (bottom) the rubber-bushed universal.

The Layrub type of coupling, which comprises two forked arms of steel with interlocking rubber protrusions, can also be repaired by replacement of the rubber parts, but the Hardy Spicer type, which is all steel, call for more expert attention and the makers provide a reconditioning service.

The propeller-shaft and back axle are not inviting from a maintenance point of view, and although the differential should be treated in the same way as the gear box with regard to the level and cleanliness of the lubricant, it is doubtful whether any more than this should be attempted by the amateur. However, it is possible to check for play in the propeller-shaft splines and any inaccuracy in the mesh of the differential.

The best procedure is to jack up one rear wheel; then *support it off the ground on bricks or by some other really secure method before going underneath the car*. With the car in gear, turn the jacked-up rear wheel and, by a process of elimination, locate any noticeable play. Where an open propeller-shaft is used, this may be held while the wheel is turned back and fore. Play in the splines can be obviated, or the parts replaced, only by the professional. Where some sort of cover plate is fitted on the differential casing, this should be removed, the wheel turned back and forth, and the teeth of the crown wheel and pinion watched for play.



Rivets of worn brake linings may be tapped down.

In many cases a relatively simple form of adjuster is incorporated, by the use of which such play may be eliminated. But it is not possible to generalize. Reference would have to be made to the appropriate handbook or manufacturer.

This concludes a somewhat cursory examination of the transmission, and it should be emphasized that the two most important functions are also the easiest—attending to the lubrication of the gear box and differential. Having now got as far as the rear road wheels it is a convenient time at which to start work on the brakes. On older cars, where brakes may be leaving something to be desired and, for that matter, on post-war cars which have been driven fairly hard, it will be as well to examine the brake linings and drums while the opportunity offers.

Most car owners will be familiar with the arrangement of brake shoes and their linings within the drum, and will know that most of the asbestos-like linings are held on to their supporting shoes by rivets which are sunk beneath the surface of the lining. When the linings wear down to the rivets—and this can be discovered by removing one wheel and brake drum at the rear of the car and one at the front to have a look—it means that something must be done.

Relining is the obvious solution, but

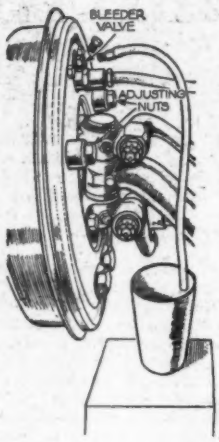
TUNING AND MAINTENANCE - - - - - - - *continued*

the life of the old linings may sometimes be prolonged by tapping the rivets down farther. If oil has leaked into the drums and on to the linings the appropriate oil seals should be renewed and, if the linings are really impregnated with oil, it is better to replace them than to try to clean the oil away. Before replacing the brake drums, buff up the linings with a wire brush or file if they are very smooth, at the same time using petrol or Pyrene fluid to remove oil traces.

Adjustment of brakes depends upon whether they are mechanical or hydraulic. Adjusting nuts are usually to be found protruding from each brake back plate. That is to say, on the opposite side to the brake shoes. The wheels should be jacked up and the adjusters tightened until the brakes begin to operate. They can then be slackened until the wheels are just free—and given a further part of a turn to make sure that binding will not occur on the road.

It is not possible to describe the finer points of brake adjustment here, but where possible the car owner should consult his instruction book on the subject. In hydraulic brakes, any sponginess in operation after the brakes have been adjusted suggests air in the brake fluid, which calls for "bleeding." Air in the system is usually caused by the level in the brake fluid reservoir being allowed to get too low, and emphasizes the importance of regular checking of the level.

To bleed the brakes a rubber tube must be connected to the bleeder valve which is fitted to each brake, the other end of the tube being immersed in brake fluid in a part-filled, clean glass jar. The valve is then opened and the brake pedal moved up and down slowly, until air bubbles cease to flow out in the fluid, and then held down while the valve is re-tightened. The fluid collected in the jar should be returned to the reservoir. If the reservoir has to be replenished before the bleeding procedure can be carried out, it should be done, if possible, on the previous day. This allows the liquid to settle, and any air bubbles, which may have entered it as it was poured in, to rise to the top and disappear. The procedure for bleeding should be applied to each brake.



Tapping an hydraulic brake system to remove air from the system and to cure sponginess of operation.

Hand brake levers are normally fitted with an adjuster of their own which can be taken up when the lever has to be pulled too far back to apply the brakes properly.

The car, ancient or modern, should by now be closely approaching factory condition as far as the essential details of adjustment are concerned, but it must be acknowledged that attention to worn bearings, splines and their kin is best left to the professional, and week-ends spent with spanner and screwdriver cannot produce a car superior to the ex-works product. What the owner's attention *will* do is to maintain the car for safety and reliability, and it will cut down the frequency of professional attentions.

R. M. C.

(*To Be Concluded*)

Previous articles in this series have been: Electricity Saves Petrol (August 18); A Look Round the Fuel System (August 25); Water Circulation (September 1); The All-important Engine (September 15).

The Autocar READERS' SERVICE

Inherent Noise

Could you suggest any cure for the noisiness of my 1932 M.G. Midget? I have been told it is inherent in the camshaft drive passing through the dynamo and nothing can be done about it.

St. Helens, Lancashire. *T. W.*

A CERTAIN amount of noisiness may be expected and, for the most part, it arises from the camshaft, rocker, and dynamo bearings. You could examine these and replace or rebush them, as necessary. It should not be unduly noisy for an open car.

More Urge

I would appreciate any advice you can give me in my quest for a little more urge from my not very sports 1933 Twelve-Six Austin. The engine is in good order mechanically.

In one of your replies to a reader you agreed with his suggestion of machining 1 mm off the cylinder head face, and I wondered if a similar operation is advisable in my own case. *W. H. K.*

Belmont, Surrey.

IT is not always wise to alter manufacturers designs by increasing compression ratios, lightening flywheels, fitting stronger valve springs, and so on. By so doing more power may be obtained, but it is usually at the expense of some other quality such as smooth running or reliability.

If, however, you feel that it is worth taking a chance your engine could probably stand 1 mm off the cylinder head without much risk of ill effects. Before making drastic alterations, however, you might try the effect of slightly stronger valve springs, polishing out the valve ports and fitting a thinner gasket to increase the compression ratio slightly.

Yellow Lights

I understand that yellow bulbs have to be used in France but I have been unable to get them in England. I want to avoid having to buy them out of my foreign currency and would be glad if you can supply any useful information.

Blackpool. *P. S. B.*

IT is true that yellow bulbs are not made in this country but they are now available through the Lucas company, stocks having arrived in Birmingham. Bear in mind that the dipping arrangement may need alteration and here again special double-filament yellow bulbs are now available where necessary. Yellow lacquer on the outer glass may meet some cases and this, although easy to remove with thinner, requires practice to make the treatment durable. Once more Lucas' have this service available.

This question of yellow lights should be taken seriously and all necessary alterations made before going to France. The French do not now take kindly to oncoming traffic using ordinary white beams.

Fiat Carburettor

I have a Fiat 500 which I have just overhauled. The carburettor is an original Solex made in Italy, which I cannot exchange under any scheme. This being the case I should be very grateful if you would give your views on fitting an S.U. or any other make. *J. G. S.*

Cambridge.

FROM practical experience a recommendation can certainly be made of an S.U. carburettor fitted to a Fiat 500 and it would certainly be a good alternative to the standard instrument. It gives a steady acceleration without a flat spot which was so pronounced on many of the cars previously and the performance is fully maintained and can be improved at a slight sacrifice in fuel consumption.

The S.U. to use is the small horizontal instrument as used on the Morris Minor. The only change necessary is the welding of a suitable adaptor to the manifold, which can be cut from steel plate, and the revision of the control runs.

Questions should be addressed to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Letters should be marked "Readers' Service" and be accompanied by a stamped, self-addressed envelope for reply.

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The Life Guards of Whitehall . . . proud, erect, they link us with the glory of Britain's past . . . a glory that we to-day are still upholding with the unrivalled skill that our forefathers have handed down to us . . . the skill, for example, that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain'.

The Triumph Mayflower

International Motor Show, Earl's Court

(Oct. 18th — 28th)

STAND 145

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NEWS and VIEWS

Alfas at Earls Court

THE application for stand space by the Alfa Romeo company was not received in time and had to be refused. The Frazer-Nash company, however, have risen to the occasion by relinquishing half of their stand, at their own suggestion, to the Italian firm.

19 Per Cent Up

DELIVERIES of petrol by the oil companies in the fourteen weeks since derationing were 19 per cent up on the previous fourteen weeks. In making this announcement, the Minister of Fuel and Power said that some of the increase was seasonal and not only the result of derationing.

U.S. Achievement

SOME idea of the immensity of motor production in the U.S.A. is given in recent figures. These show that 75 vehicles are produced during every working minute. Last year 6,258,000 vehicles were made while, this year, 6,000,000 have already been produced. Of this total 5,000,000 are cars.

Traffic Research

TWO engineers, one, Mr. J. A. Hillier of the Road Research Laboratory, at Langley, Buckinghamshire, left England by air this month to take a ten months' course at the unique faculty of traffic engineering at Yale University, U.S.A. They are sponsored by the International Road Federation, who held a reception at 55, Park Lane, London, to celebrate this international co-operation in traffic research.

Caravan Sites

THE Minister of Health, Mr. Bevan, is to be approached by the National Caravan Council, who are hoping to draw his attention to the shortage of caravan sites throughout the country. He is to be asked to give his support to local authorities who wish to establish municipal sites.

Cars in London

BUSY advocates of the proposal to ban cars from Central London (see September 22) would do well to note the words of Mr. A. B. B. Valentine, Member of London Transport Executive, in an address entitled "Keeping London Moving" delivered at Ashridge College on September 9. Mr. Valentine said: "Take the private car first. In view of the fact that it is such an uneconomical user of road space, compared with the bus, as I have shown, you may naturally ask yourselves whether the private car may not have to be excluded altogether from certain congested thoroughfares or areas, at certain hours.

"By all means debate it if you wish—I make no such proposal myself. Apart from administrative difficulties, and especially the difficulty of distinguishing between the private car used for private purposes and the car which is really a commercial vehicle, I think that such restrictions are foreign to the temper of the British and should only be considered as a last resort."

Plenty of Aluminium

FRESH from the Government success with the Steel Bill, Mr. G. R. Strauss, Minister of Supply, opened a new aluminium sheet and strip mill on September 21 at Rogerstone, near Newport, Monmouthshire. The capacity of the new mill is 500,000 tons per annum, and it is at present producing household and building materials. With slight modifications, however, the mill could produce hardened alloys suitable for car bodies, and the company (the Northern Aluminium Co., Ltd., of Banbury, Oxfordshire) believes that, if sufficient demand were forthcoming, such sheet could be produced to compete with the comparable steel product.

PRINTING DELAYS

Reimposition of restrictive practices by the London Society of Compositors in their dispute with the London Master. Printers' Association has delayed the publication of this issue and may lead to delays and improvization in future issues. The frustration felt by this journal will be shared by its readers, for neither they nor we are in the slightest degree responsible for the dispute. As this issue goes to press, there is still hope that wiser counsels may prevail.

NEW BOOKS

Car Electrics Surveyed

THE fourth edition of the already well-known *Automobile Electrical Equipment*, by A. P. Young, O.B.E., M.I.E.E., M.I.Mech.E., and L. Griffiths, M.I.Mech.E., A.M.I.E.E., has now been published in a completely revised and up-to-date form. After its original publication in 1933 it became a standard work for motorists from owner-drivers to designers.

Practical and theoretical information is given in detail, covering all electrical equipment and examining dynamos, starters, batteries, and lighting and ignition systems in current use. There are 368 pages and 350 illustrations. Published by Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Price 25s, postage 8d.

Roads of France

THE striking demonstration of the increase in popularity of touring in France has called for a book specially intended for the driver, with which he can choose the routes most suited to his needs. Such a book is *Roads of France, A Guide to Tourist Routes*, by A. G. Douglas Clease, Associate Editor of *The Autocar*.

It is well illustrated with maps and photographs and dwells on essential preliminaries before dealing with routes to the south and taking the country section by section. *Roads of France* is not a guide book from which holiday locations may be selected, but is intended to take care of the motorist once his venue has been decided. Published by Iliffe and Sons, Ltd., price 5s (5s 2d post free).

Manual De Luxe

ONE of the most imposing and comprehensive service manuals ever produced has recently been issued by Jaguar Cars, Ltd., Coventry, relating to the 1949-50 Mark V Jaguar saloon and coupé models. Its object is to assist distributors and dealers in major servicing, dismantling and reassembly. While not intended to replace the normal handbook supplied with the car, which provides sufficient information for the average owner, this manual can be purchased by anyone interested either direct from the factory or from a Jaguar distributor or dealer. The price of this encyclopædic work is £2 in the U.K.

Every conceivable servicing operation is covered ranging from full instructions for major overhaul down to adjustment of the electric clock. Mechanical components are shown in exploded drawings to the smallest screw and there are numerous large-scale photographic reproductions. A colour code is employed for quick reference in this almost inch-thick manual, which concludes with lists of names and addresses of overseas agents for the cars' accessories. Those responsible for this work can certainly pride themselves on having assembled on behalf of the users of their cars the fullest possible information, presented irreproachably.

Carburettors

Carburettors and Fuel Systems, by Arthur W. Judge. Fifth edition, published by Chapman and Hall, Ltd., 37, Essex Street, London, W.C.2. Price 12s 6d. This book has been brought completely up to date and all types of fuel and carburation equipment are dealt with extensively. Carburation adjustments and fault rectifying are included.

Trust Properties

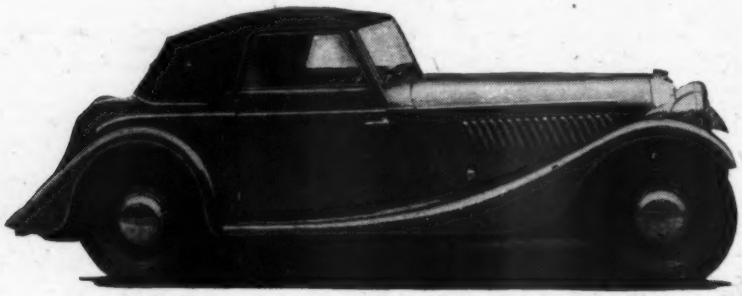
National Trust Guide: Places of Natural Beauty, by D. M. Matheson (8s 6d, B. T. Batsford, Ltd., 15, North Audley Street, London, W.1). Written by a former secretary of the National Trust, this is, as expected of Batsford publications, more than a guide book. It contains a higher proportion of reading matter to illustrations than is found in some publications from this house and deals with the Trust's landscape properties as distinct from the buildings it administers, which form the subject of a companion volume (*National Trust Guide: Buildings*, by James Lees-Milne, from the same publishers).

Mr. Matheson treats the landscape properties under area headings, covering all England and Wales. He describes the background of the acquisition of particular properties by the Trust and the administration of properties.

For Statisticians

The Motor Industry of Great Britain, 1950 (S.M.M.T., Statistical Department, 148, Piccadilly, London, W.1, 30s). The annually published statistical reference book of the motor industry, an invaluable—indeed essential—accompaniment to any study of vehicle statistics. Comparisons are world-wide and commendably up-to-date.

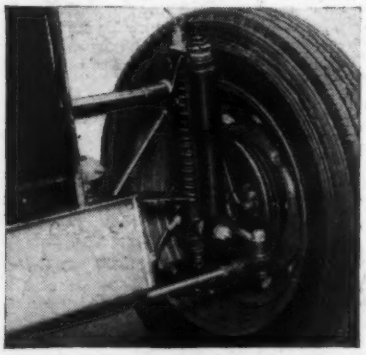
Morgan Plus Four: 2-LITRE ENGINE IN A



The coupé version of the Plus Four has removable sliding windows and a disappearing hood.

THE current Morgan 4-4 is well known; it has had many successes in trials, and recently won the 1,100 c.c. class in the Production Car Race at Silverstone. It is the product of a firm which primarily became famous for the unique Morgan three-wheel car. As might be expected, therefore, the new Plus Four is a direct descendant of the 4-4, and retains most of the unique features of that original design. The Plus Four, however, has a four-cylinder engine 85×92 mm (2,088 c.c.) which is built by the Standard company, and adapted from the well-known Vanguard. Rated at 18 h.p. this engine develops 68 b.h.p. at 4,300 r.p.m. and has a compression ratio of 6.7 to 1. It has overhead valves operated by push-rods, a special arrangement of valve springs, a three bearing counterweighted crankshaft, and centrifugally cast wet cylinder liners which are replaceable.

One of the features of Morgan design is that the gear box is not bolted straight on to the back of the engine, but is mounted almost centrally in the car, and connected to the plate clutch by a jack shaft which is enclosed within a stout Elektron tubular casing and bell housing. This casing makes the engine and gear box into one unit, but the components are some distance apart. There are several excellent reasons for this arrangement. It gives a good distribution of weight, it allows a short direct acting gear lever to be very conveniently placed for snappy gear changing, rightly preferred by the sports car driver, it considerably shortens the length of the open propeller-shaft running to the rear axle and so avoids propeller-shaft whirl, and it allows plenty of room for the pedals to be set low down and well forward.



The Morgan i.f.s. now has longer swivels, softer springs, automatic lubrication and telescopic dampers.

The long unit is flexibly rubber mounted in the frame at the front and at the tail of the gear box. The gear box itself is particularly robust, and gives four speeds with synchromesh on all except first. The clutch pedal is linked to a short lever, which in turn carries a link, adjustable in length by a turn buckle, attached to a sleeve sliding in the tunnel of the bell housing. The clutch pad is carried on the front of the sleeve. This device gives a straight line movement to the clutch withdrawal or engagement.

Another Morgan feature is the frame. This consists of deep side members of Z cross-section. The bottom flanges of the Z face inwards, and to them the flooring of the car is attached. The arrangement allows the floor to be much lower than is usual. The gear box in fact is above the floor instead of below it. In the new car the general layout of this type of frame is retained, but there are several major improvements in stiffness. In place of channel section cross members, five box section members are employed. The side members now curve gently inwards towards the front. The bulkhead structure is of sheet steel and greatly increased in rigidity. Some sheet steel valances are inserted between the structure and the front end.

It is interesting to record that the particular form of independent front suspension used on Morgan cars was originally patented by Morgans some 40 years ago, so it can certainly be said to have stood the test of time. The system is based upon using upper and lower tubular cross members which are spaced well apart and are continued outwards to carry stationary swivel pins. These tubes are diagonally braced together and give a light but strong structure which is sprung weight. Sliding up and down on each swivel pin is a sleeve which carries each stub and steering axle. Above the sleeve and around the pin is a coil compression spring, and below the sleeve a shorter rebound spring.

In the latest design there are some improvements. By inclining the swivels very slightly inwards at the top it has become possible to increase the vertical length of the pins and allow longer and softer springs to be used, with consequently improved comfort of suspension. Another point is that the sliding sleeves of the swivels are now arranged for automatic lubrication. The driver presses a valve on the facia, and a small dose of engine oil is forced under pressure to these bearing surfaces. An interesting small feature of the design is the use of a wide blade of spring steel which encircles the swivel pin below the compression spring and prevents the spring from influencing the steering. The blade runs diagonally backwards to the side member, and helps to stiffen the suspension structure fore and aft. Rubber bushes are used in the steering connections to take care of changes in alignment during rise and fall of the suspension. Girling double-acting telescopic hydraulic dampers control the front suspension. Half-elliptic rear springs are used, and the tail ends of these are not fitted with shackles, but pass through trunnion blocks, whereby side play is lessened. Piston-type Girling dampers are used at the back.

Latest Type Brakes

The brakes are the latest type of Girling full hydraulic four wheel, with two leading shoes, and pedal acting direct on the master cylinder. The drums are nine inches in diameter. The hand brake is independently mechanically operated and the lever has the racing type of catch. Dunlop tyres of larger size, 5.25 ×16in, than on the previous 4-4, are mounted on pressed steel four-bolt wheels with wide base rims.

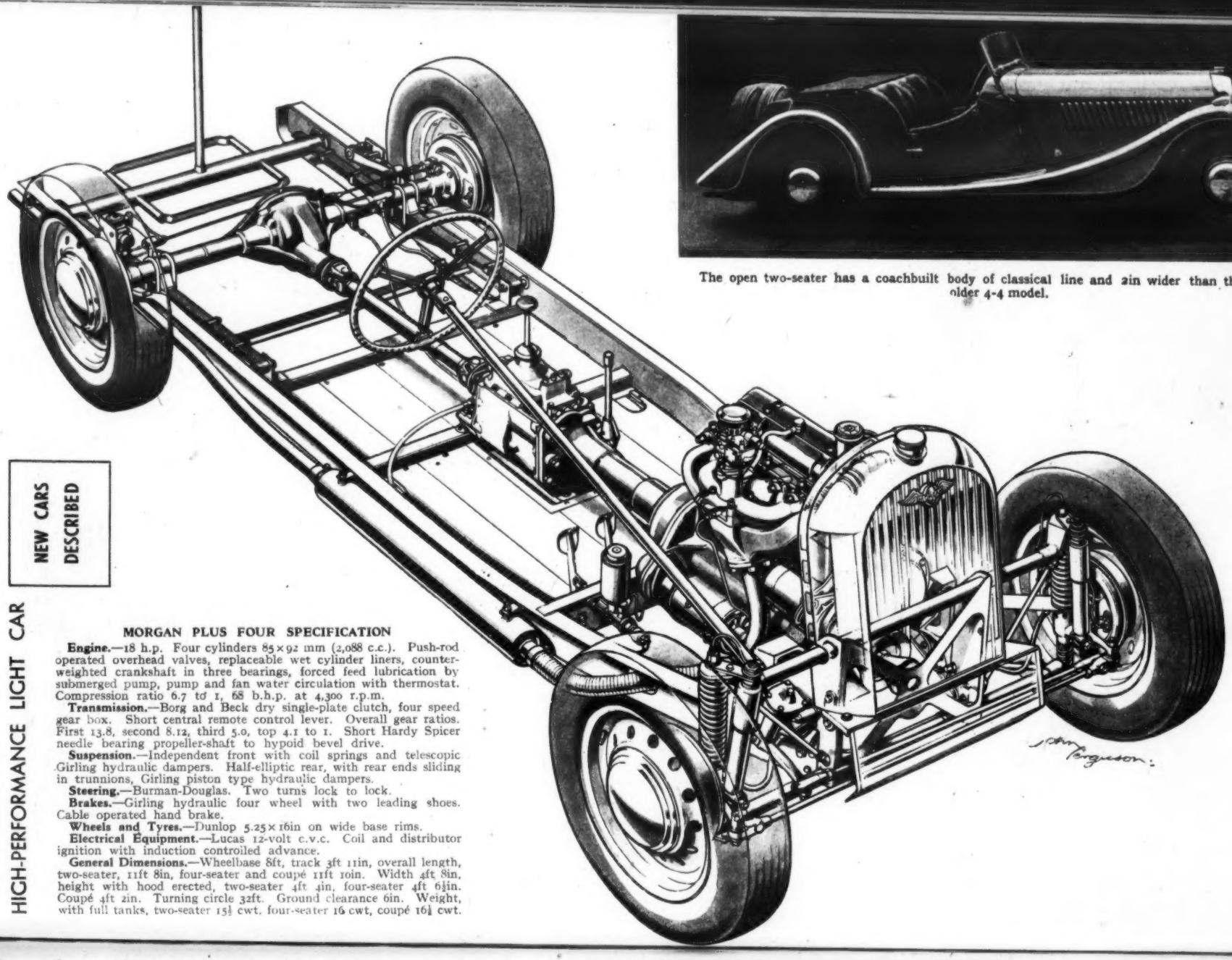
Three types of body are standardized, open two-seater, open four-seater and drophead coupé.

These bodies are coachbuilt, and follow on the general lines of the Morgan 4-4. But the width of the body across the seat has been increased by 2in, and the width across the pedal ramp by 6in. Also the leg room is 2in more. Appearance is enhanced by a longer bonnet and a radiator slightly higher at the base and with a chromium-plated grille. The two-seater is a most attractive and purposeful looking sports body, with a concealed hood, and two spare wheels and tyres carried at the back. The coupé is a smart little car with a concealed top, and sliding side windows which can be detached easily. Prices are: Plus Four two-seater £510 plus purchase tax £142 8s 4d, total £652 8s 4d. Drophead coupé £565, plus purchase tax £157 13s 10d, total £722 13s 10d.

The Plus Four handles admirably, steers well and holds the road excellently at speed. The engine never feels to be working hard, and considerable gradients can be climbed effortlessly on top gear. And when the gears are used the acceleration is remarkable and very pleasant. The car does not feel front heavy, nor is it inclined to snake. The suspension may be a trifle hard at low speeds by modern standards, but it is all that could be desired at speed. The Plus Four is indeed a small sports car with an immense urge.

HIGH-PERFORMANCE LIGHT CAR

NEW CARS DESCRIBED



The open two-seater has a coachbuilt body of classical line and 2in wider than that of the older 4-4 model.

MORGAN PLUS FOUR SPECIFICATION

Engine.—18 h.p. Four cylinders 85×92 mm (2,088 c.c.). Push-rod operated overhead valves, replaceable wet cylinder liners, counter-weighted crankshaft in three bearings, forced feed lubrication by submerged pump, pump and fan water circulation with thermostat. Compression ratio 6.7 to 1, 68 b.h.p. at 4,300 r.p.m.

Transmission.—Borg and Beck dry single-plate clutch, four speed gear box. Short central remote control lever. Overall gear ratios. First 13.8, second 8.12, third 5.0, top 4.1 to 1. Short Hardy Spicer needle bearing propeller-shaft to hypoid bevel drive.

Suspension.—Independent front with coil springs and telescopic Girling hydraulic dampers. Half-elliptic rear, with rear ends sliding in trunnions, Girling piston type hydraulic dampers.

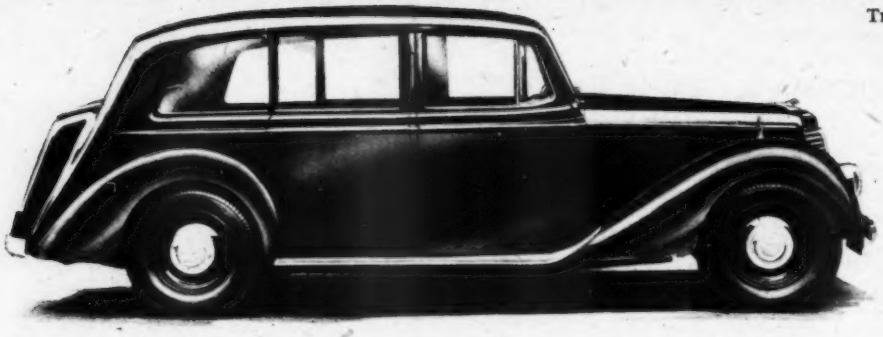
Steering.—Burman-Douglas. Two turns lock to lock.

Brakes.—Girling hydraulic four wheel with two leading shoes. Cable operated hand brake.

Wheels and Tyres.—Dunlop 5.25×16in on wide base rims.

Electrical Equipment.—Lucas 12-volt c.v.c. Coil and distributor ignition with induction controlled advance.

General Dimensions.—Wheelbase 8ft, track 3ft 11in, overall length, two-seater, 11ft 8in, four-seater and coupé 11ft 10in. Width 4ft 8in, height with hood erected, two-seater 4ft 4in, four-seater 4ft 6½in. Coupé 4ft 2in. Turning circle 32ft. Ground clearance 6in. Weight, with full tanks, two-seater 15½ cwt, four-seater 16 cwt, coupé 16¼ cwt.



Re-entering a market where they were well known before the war, Armstrong Siddeley have started production of this coachbuilt limousine with seats for five in the rear and two in front. The body is panelled in aluminium and the structure incorporates several aluminium castings.

Armstrong Siddeley Limousine

WHITLEY AND LANCASTER SALOONS, HURRICANE CONVERTIBLE CONTINUE UNCHANGED

SINCE the war Armstrong Siddeley has produced a range of six-cylinder cars, which have proved popular with a discerning public which appreciates good craftsmanship.

Originally the engines were of 2-litre capacity, but last year the swept volume was raised to 2.3 litres by an increase in the cylinder bore. The change in engine size was accompanied by a useful increase in maximum power and a considerable improvement in low speed torque. No important mechanical modifications have been found necessary for the coming year, but the company is returning to a market where its products were well known in the years before the war, with the production of a limousine on a long wheelbase version of the current chassis.

The body, designed and built in the Armstrong Siddeley works, offers a considerable amount of space to passengers and luggage, but the use of hard-edged styling which harmonizes with the well-known front end treatment of the Armstrong Siddeley has avoided undue heaviness in the appearance. In the rear compartment there is one long seat, 57in wide, with centre armrest, and two wide occasional seats which line up together to form a continuous bench-type seat right across the car, or can be folded away into the division when not required.

Two roof lights, two ashtrays and a clock are among the interior fittings. For the rear compartment cloth upholstery is used, while the driver's compartment is upholstered in leather. Woodwork throughout the car is in walnut veneer.

The luggage locker is quite capacious for a limousine, and additional baggage can be carried on the lid, which drops down flat for the purpose. For long distance touring, further luggage can be carried at the front of the car. The seat alongside the driver is made quickly detachable, and when this is removed a considerable amount of baggage space is made available. Tools are carried under the driving seat, and the spare wheel is carried vertically inside the luggage locker at the rear.

The car is provided with a well-planned ventilation system, in which cool air is taken in from the front to an electrically driven blower under the bonnet, and from this passes to a heater element on the scuttle. Warm or cool air can then be supplied to the demister slots at the base of the screen, and can be fed through ducts built in the body sills to twin grilles in the division, which ventilate the rear compartment.

As one would expect from a manufacturer of aero engines, the bodywork incorporates aluminium and light alloy wherever possible. All external panelling is of aluminium, with the exception of the luggage locker lid, which may have to bear the weight of a considerable amount of luggage, and the wings. The complete screen pillar and front door post is formed from an aluminium alloy casting and similar castings are used on several other points on the structure. The scuttle itself, however, is of strongly constructed steel bridge of box section, and steel is also used for the body sills, the inner door panels and for the covering of the centre pillars.

The car division at Armstrong Siddeley's is well equipped with modern painting equipment and drying ovens through which the cars pass on a conveyor system, but a great deal of hand work is still employed, particularly on the limousines, as this is still regarded as the best way to obtain the really high quality finish expected by those who buy the more specialized type of car.

As on the other Armstrong Siddeley models, the limousine is available either with the centrifugal clutch and pre-selector gear box which was pioneered by Armstrong Siddeley 23 years ago, or with a single complete clutch and synchromesh gear box. Buyers' preferences continue to be divided almost equally between the two, although in some markets, particularly Switzerland, there is a marked liking for the pre-selector epicyclic gear box.

The range for 1950 is completed by the Whitley four-door four-light saloon, the Lancaster four-door six-light saloon and the Hurricane convertible. Colour schemes of all these cars can be modified in detail to purchasers' requirements.

The cloth-trimmed interior of the roomy new limousine on the long wheelbase Armstrong Siddeley chassis. The two occasional seats fold into the division.

SPECIFICATION
ARMSTRONG SIDDELEY

Engine.—6 cylinders, o.h.v. push-rod operated. 70×100 mm, 2,309 c.c. 75 b.h.p. at 4,200 r.p.m.

Transmission.—4-speed pre-selector epicyclic gear box with centrifugal clutch. Ratios 5.1, 7.2, 10.66 and 18.36 to 1. Alternative, 4-speed synchromesh gear box with dry single-plate clutch. Ratios 5.1, 7.23, 10.89, and 17.6 to 1. Hypoid axle.

Suspension.—Independent front by wishbones and torsion bars. Half-elliptic rear.

Brakes.—Girling hydrostatic hydraulic.

Wheels and Tyres.—Steel disc wheels with 5.50×17in tyres.

Dimensions.—Wheelbase 9ft 7in. Track 4ft 6in (front), 4ft 6½in (rear). Overall length 15ft 6in. Width 5ft 8in. Height 5ft 3in. Weight (Whitley and Lancaster) 3,360 lb. Limousine: Wheelbase 10ft 2in. Track 4ft 6½in (front), 4ft 9in (rear). Length 16ft 3in. Width 5ft 10in. Height 5ft 7½in. Weight 3,920 lb.

Prices.—Whitley and Hurricane £975 plus British purchase tax £271 11s 8d. Total £1,246 11s 8d. Lancaster saloon £995 plus £277 2s 9d. Total £1,272 2s 9d. Limousine, not yet announced.

A reduction of two inches in body height and the movement of the radiator forward have added grace to the Fourteen four-light saloon.

RANGE LARGELY UNCHANGED WITH EIGHTEEN SALOON, SPORTS 2-4-SEATER AND ESTATE CAR

LEA-FRANCIS FOURTEEN SALOON RESTYLED

THIS autumn there are no very great changes in the Lea-Francis range, following last year's introduction of the Eighteen six-light saloon, independent front suspension and a larger four-cylinder engine. The company continues its tradition of robust, distinctively styled saloons, with some concessions to fashion in the bodies of the six-light Fourteen and Eighteen saloons. These are both export models, but are available at home in limited numbers. The range continues with two four-cylinder engines, of similar design, one of 1,767 c.c. and the other of 2,496 c.c. Apart from an altered Fourteen four-light saloon, which has been improved by body changes, the cars which will be seen at the London Show are modified only in detail.

The Fourteen and Eighteen six-light bodies are four-door designs in the modern style, with small radiators and flowing and tapering front wings. The interior doors are capped with polished walnut, as are the windows. Heating and air conditioning equipment is fitted as standard and the front seats are independent. The sports model, a modern two-four-seater, is continuing with the 2½-litre engine with twin S.U. carburettors; it develops 100 b.h.p. at 4,000 r.p.m. The only detail change is in the fitting of Perspex windows of a stiffened design.

Both the Lea-Francis engines are to the same basic pattern, which is one that has aimed at a high optimum performance. Hemispherical combustion chambers are used and overhead valves operated from twin camshafts in the top of the cylinder block, by means of short push-rods and rockers. The inlet manifolds are water jacketed. The Fourteen engine develops 65 b.h.p. at 4,700 r.p.m. and the Eighteen 95 b.h.p. at 4,000 r.p.m.

The independent front suspension system which was introduced last year employs twin lateral wishbones with widely spaced bearings. The upper wishbones are attached to piston-type hydraulic dampers and the lower are splined to torsion bars.

This year's main changes apply to the Fourteen four-light saloon. The height of the body has been reduced by 2in overall, and the radiator has been moved forward 5in, resulting in a considerable improvement in the car's appearance. The front wings are restyled and the head lamps are now in integral fairings. Their slight projection continues the curve of the wing. The hide upholstered interior continues without any alteration. A slight increase in luggage space is obtained with the improved rear line of the body. There are also some detail changes. The steering now has a recirculating ball-type mechanism, with claimed improvement in handling. The steering wheel is now a three-spoked design, replacing the former two-spoked pattern. The Fourteen saloon is available in maroon or black, with a choice of interior colouring.

The estate car, with Fourteen engine, now has the lowered roof line and extended bonnet of the saloon. The wood body seats five, and has 10 cu ft of luggage space. The rear doors now hinge vertically, and they are of full width at the rear, for a full loading opening. A detachable rear passenger seat is fitted.

SPECIFICATIONS

FOURTEEN FOUR-LIGHT SALOON

Four seater, four door, with independent front suspension, sliding roof, wheelbase 9ft 3in; track, 4ft 3½in (front); 4ft 4½in (rear). Overall length 15ft 1in; ground clearance 7in.

Engine.—4 cylinders, 75 mm x 100 mm. 1,767 c.c., developing 65 b.h.p. at 4,700 r.p.m. Compression ratio 7.25 to 1; overhead valves; single S.U. carburettor with air cleaner. Water pump circulation; coil ignition.

Transmission.—Single-plate clutch, four speed gear box with synchromesh on 2nd, 3rd and top. Ratios, top 4.875, third 6.9, second 10.4 and first 17.2 to 1. Hypoid bevel final drive.

Steering.—Recirculating ball type.

Brakes.—Hydro-mechanical.

Wheels and Tyres.—Pressed steel disc type, with 5.50 x 17in tyres.

Fuel Tank.—11 gallons.

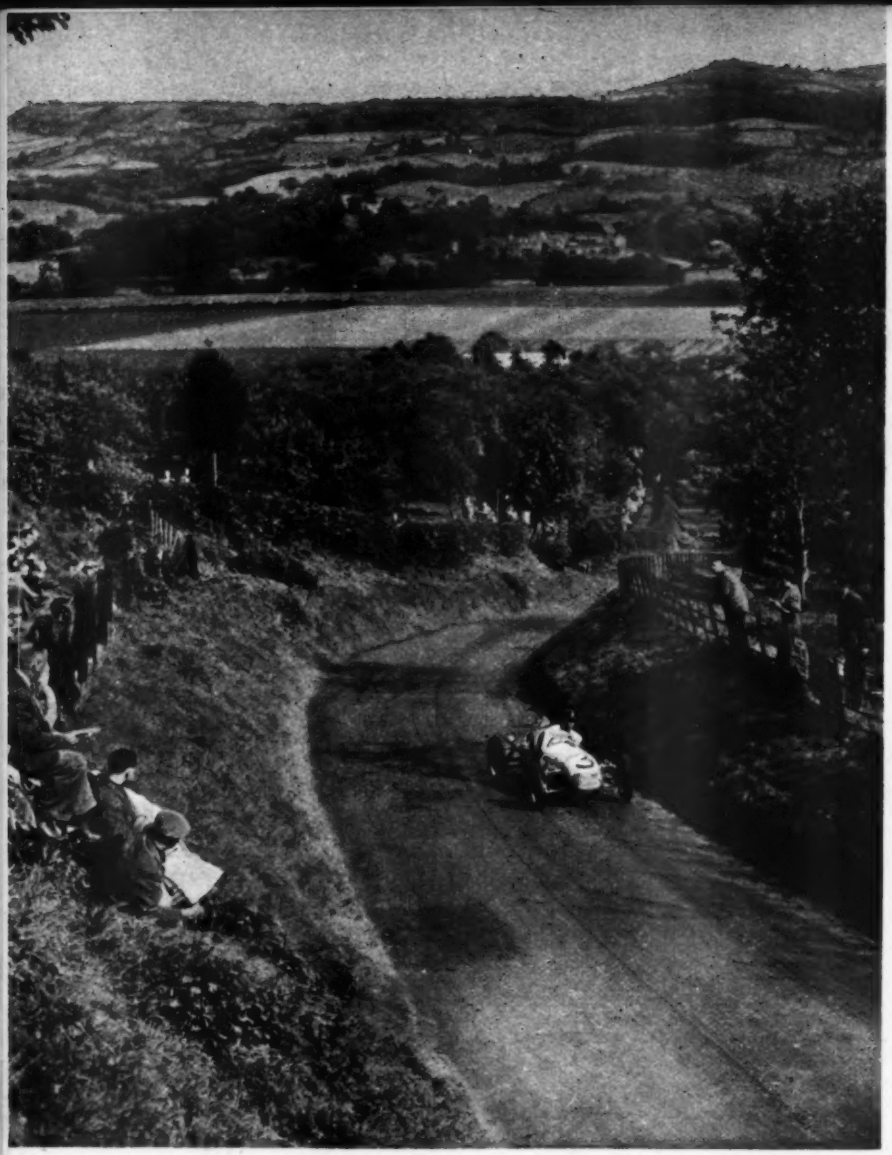
2½-LITRE SPORTS

Chassis.—Two-four-seater, with independent front suspension, bucket type seats, sliding windows, wheelbase 8ft 3in; track 4ft 3½in (front) 4ft 4½in (rear). Overall length 13ft 9in; ground clearance 7in.

Engine.—85 mm x 110 mm, 2,496 c.c., developing 100 b.h.p. at 4,000 r.p.m., compression ratio 7 to 1. Overhead valves. Twin S.U. carburettors, water pump circulation, coil ignition.

Transmission.—Single-plate clutch. Gear ratios, top 3.6, third 5.09, second 7.68 and first 12.74 to 1. Hypoid bevel final drive.

The 100 b.h.p. sports two-four-seater remains unchanged except for the use of winding Perspex windows of a stiffer character.



Peter Collins in the smaller of his two Coopers, the 500 c.c. Norton-engined version, on the lower slopes of the hill before the rains came.

RAIN SPOILS SHELSLEY

THREE RECORDS BROKEN BEFORE THE WET ARRIVES

Left: Tony Crook's Le Mans Replica Frazer-Nash, one of the three which made up the winning production car team, rounding the second half of the S-bend.

ALTHOUGH rain started to fall about half-time at Shelsley Walsh on September 23, spoiling the second runs up the hill, the spectators had already seen three records broken. Before the dicing started, however, there was a pleasing little ceremony when Goldie Gardner presented to the B.R.M. Trust the mobile workshop for which 40-odd clubs had subscribed to the fund initiated by the M.A.C. The workshop was then placed on view in one of the car parks.

The honour of leading off fell to J. W. Burgoyne in his 497 Cooper J.A.P., who made a well-judged ascent in 43.72 sec., although Peter Collins, in the Norton-engined Cooper, soon improved this to 43 sec. dead, which stood as fastest time of the class until J. N. Cooper, naturally on a Cooper, returned 42.29 sec. after a masterly climb. This was the best ever for a 500, beating the previous record of 42.89 made by Jeremy Fry on the Parsenn last June.

Just how keen the competition is in this class can be judged from the fact that of 16 runners all were between 42.29 and 52.40 sec. The pretty little cars, looking like swift-moving insects from the vantage point of the high banks, came up in staccato bursts of sound, swung into the S bend, and disappeared from view, although their progress along the finishing straight could be gauged by the diminuendo of their exhausts.

Michael Christie, in his 1098 Kieft, led the 1,100 c.c. class, getting away well and taking a nice course; but one cylinder cut out after the S bend. In spite of that he clocked 41.48 sec. Cecil Heath knocked 0.14 sec. off in his Cooper, coming into the S bend very fast and having to wrestle with the wheel somewhat as he came out on to the straight. Ken Wharton had achieved 38.51 in the 996 Cooper on Friday, and expectation of fireworks was apparent as it was announced that he was on the line. He got away well, without too much wheelspin, sped round the kennel bend, and hurtled up to the S, where a well-controlled slide probably cost him a second. Even so his time of 40.54 sec. was best of the class. Joy Cooke then brought up the Kieft, taking a central course in excellent style, possibly being a little wide on the top bend of the S, but accelerating fiercely to the finish; 43.16 sec., a new ladies' record, for which she got a well-merited burst of clapping as the cars descended.

Dennis Poore, Cromard Special, was next up, in the 1,500 c.c. class, fast and steady (42.53 sec.); but Peter Collins, in the 1,260 Cooper, was even faster, swinging a little through the S, in 39.47 sec.

Then came the first of the production car classes, 1,101 to 1,500 c.c., headed

RESULTS

Racing Cars

Up to 500 c.c.: 1, Cooper-J.A.P. (J. N. Cooper), 42.29s (record); 2, Tiger Kitten-J.A.P. (H. C. Lones), 42.30s; 3, Cooper-Norton (P. J. Collins), 43.00s.

501 to 1,100 c.c.: 1, Cooper-J.A.P. 996 (K. Wharton), 40.54s; 2, Cooper-J.A.P. 1,098 (C. Heath), 41.34s; 3, Kieft-J.A.P. 1,098 (M. A. H. Christie), 41.48s.

1,101 to 1,500 c.c.: 1, Cooper 1,260 (P. J. Collins), 39.47s; 2, Cromard Spl. 1,496 (R. D. Poore), 42.53.

1,501 to 3,000 c.c.: 1, E.R.A. 1,980s (K. Wharton), 38.85s; 2, E.R.A. 1,960s (R. Mays), 39.00s; 3, Bugatti 2,261s (P. J. Stubberfield), 41.10s.

Over 3,000 c.c.: 1, Alfa Romeo 3,800s (R. D. Poore), 37.74s; 2, Allard 3,700 (S. H. Allard), 38.05s.

Production Cars

1,101 to 1,500 c.c.: 1, H.R.G. 1,496 (Miss H. M. Holden), 51.75s; 2, H.R.G. 1,496 (J. V. S. Brown), 52.20s; 3, H.R.G. 1,496 (A. P. Hitchings), 54.85s.

1,501 to 3,000 c.c.: 1, Frazer-Nash 1,971 (D. C. Pitt), 43.91s; 2, Frazer-Nash 1,971 (T. A. D. Crook), 44.10s; 3, Frazer-Nash 1,971 (E. J. Newton), 44.46s.

Over 3,000 c.c.: 1, Jaguar XK120 3,442 (P. Walker), 44.61s; 2, Allard 4,375 (S. H. Allard), 44.65s; 3, Allard 4,375 (S. C. Clarke), 45.21s.

TEN FASTEST

1, Alfa Romeo 3,800s (R. D. Poore), 37.74s; 2, Allard 3,700 (S. H. Allard), 38.05s; 3, E.R.A. 1,980s (K. Wharton), 38.85s; 4, E.R.A. 1,960s (R. Mays), 39.00s; 5, Cooper 1,260 (P. J. Collins), 39.47s; 6, Cooper 996 (K. Wharton), 40.54s; 7, Bugatti 2,261s (P. J. Stubberfield), 41.10s; 8, Cooper 1,098 (C. Heath), 41.34s; 9, Kieft 1,098 (M. A. Christie), 41.48s; 10, G.N. "Spider" 2,001 (S. H. Davenport), 41.55s.

F.T.D. by Production Car: Frazer-Nash 1,971 (D. C. Pitt), 43.91s.

Fastest time by a Shelsley Special: G.N. "Spider" 2,001 (S. H. Davenport), 41.55s.

F.T.D. by lady driver: Kieft 1,098 (Mrs. Joy Cooke), 43.16s (record).

Fastest time by an unsupercharged racing car: Allard 3,700 (S. H. Allard), 38.05s (record).

Team Awards: Racing cars—E.R.A. (Mays), E.R.A. (Wharton), Alfa Romeo (Poore). Production cars—Frazer-Nash (Pitt, Crook, Newton).

by three H.R.G.s, which made swift, steady climbs even if they seemed tame by contrast with the racing classes. Then the loud musical note of a Bugatti was unmistakeable as P. J. Stubberfield brought his Type 35B model to the line in the 1,501 to 3,000 c.c. racing class, and got off to a good start, shooting up in his usual bursts, taking the S with verve but excellent judgment, and recording 41.10 sec. J. Willment, in a similar model, seemed slower in the S, losing a fraction in his gear change—42.33 sec. Roland Dutt's Maserati was sliding in the bends as he gave it throttle, and took some holding. Peter Mould's 2-litre Bugatti fairly screamed with revs and shot up to and through the S in fine style, making the fast time of 41.91 sec. Then Basil Davenport gave his usual terrific display with Spider, thundering up to the delight of the crowd and to some purpose—41.55 sec. Raymond Mays got away to a beautiful start, smoke rising from the E.R.A.'s tyres, and made his usual polished performance, never allowing slides to develop and always remaining master of the machine; time 39 sec. dead. Wharton, driving P. H. Bell's 2-litre E.R.A., followed; he was very fast into the S, held the car well, and shot out of sight, clipping 0.17 sec. off Mays' time.

The 1,501 to 3,000 c.c. production class consisted of three Aston Martin saloons and three Frazer-Nashes. George Abecassis was fastest of the A.M.s, 47.73 sec., and D. Pitt of the F.-N.s, 43.91 sec.

In the over-3,000 c.c. racing class Dennis Poore's Alfa Romeo was superb. His getaway was so fierce that he swung and hit the bank almost at once. Into the S he was very fast, but he controlled the slide which followed, and snarled away to the finish in 37.74 sec. Sydney Allard's Steyr-engined Allard also seemed on top of its form; so did the driver as he slid through the S with perfect control, to return 38.05 sec. and break the unsupercharged car record.

The over-3,000 c.c. production class was headed by Peter Walker's Jaguar XK120, and the lovely dark green car made the climb look easy as it quietly and swiftly sped through the S, 44.61 sec. Seven 4,375 c.c. Allards were most consistent, fastest being Sydney in 44.65 sec; Mrs. D. M. Osborn's 3,622 c.c. Allard took 56.93 sec.

Then the second runs commenced, and after the first few of the 500s had gone up the rain came down. The road surface quickly became very tricky and adhesion very slight. D. A. Clarke's Cooper got out of hand in the S and swung right round, the driver philosophically continuing down the hill. Times became increased by roughly 25 per cent, and interest lay only in the drivers' skill as they gave a display of skid control.

Sydney Allard making his personal fastest-ever climb of Shelsley, and breaking the unsupercharged car record in the process; the Steyr-engined Allard is shown between the bends of the S.

Mike Beardshaw, well known for his trials exploits with the A.M.B., about to leave the starting line in his Cooper 500.

A WELSH "LAKELAND": GOOD ENTRY FOR LANCS AND CHESHIRE C.C. EVENT

THIS year lack of hotel accommodation in Lakeland caused the Lancashire and Cheshire C.C. to move its Lakeland Rally to Wales, with Llandudno as the finishing point. Starting points were Manchester and Macclesfield, the competitors joining a common route at Chester in the early hours of Saturday, September 16.

Fourteen competitors lost marks on the road section. At Llandudno came the tests, which really decided the awards. The first was a single acceleration and braking test, and first to get into single figures for this was E. S. Sneath (Healey), with 9.8 sec, although J. G. Reece, in his Ford Anglia, improved this to 9.6 sec, and finally Ian Appleyard, in the white XK120 Jaguar in which he succeeded in the Alpine Rally, made f.t.d., in 8.2 sec.

Tests 2 and 3 were held on the West Shore promenade; both were to-and-fro affairs round pylons, and the smaller cars could just make a clean turn without reversing, which made up for their smaller engines. Thus G. T. Gibson threw his M.G. about in fine style, skidding round the end pylons with tyres smoking, to make f.t.d. in test 2, with 32.4 sec, and Walshaw handled his Hillman Minx superbly to return 36.6 sec. Of the larger cars, E. Ainsworth's Healey was impressive (35.8 sec), while J. K. Whittaker drove his big Railton with much verve, leaving black marks on the concrete from his spinning tyres.

Test 3 was borrowed from the Tulip Rally, and it was soon evident that 25 sec or less was good. Reece, on the Anglia, got down to 23.6 sec, but knocked over a couple of pylons in stopping in the final "box." J. T. Hart got his Morris saloon round in 21.5 sec, which Gibson, in his M.G., reduced to 21.0 sec, although two pylons went over. Of the big cars, C. R. Hardman's Allard was best with 19.6 sec, the driver displaying fine judgment.

Provisional awards are as follows:

Jack Harrop Memorial Trophy: Railton (J. K. Whittaker).
Riley Trophy: Minx (R. Walshaw).
Lakeland Trophy: Healey (E. S. Sneath).
Kukin Brewer Trophy: M.G. (G. H. Smith).
Herlee Award: M.G. (D. G. Scott).
First-class awards: 1, Ford (J. G. Reece); 2, Jowett Javelin (R. F. Ellison); 3, Rover (E. N. Bloor); 4, Allard (G. Edwards); 5, M.G. (R. W. Farnworth); 6, Jaguar (E. I. Appleyard).

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Cars and Character

STUDY of the driving of a car from a following vehicle is illuminating as to character. I followed a Vauxhall through Kingston, in Surrey, the other morning, and the inability to overtake gave me plenty of time to observe the mental processes of the driver. He maintained 30 m.p.h. where the road was open; where the shops reared up he dropped to twenty minus, although there were not many people about. At traffic lights he tended to occupy the halfway house of a road section permitting two abreast, and when he was called upon to overtake a lorry or two he swung out,

Inability to overtake.

back again, then dithered in and out until he finally decided to take the plunge at the least favourable moment. Fortunately the Velox has lots of power and he was able to clear fairly easily. But after that he was shaken, and his course down a wide hill with little about was distinctly wavery. All this time, however, he was talking to his passenger unconcernedly as far as I could see. Character? A driver who had never become really proficient, I should say, but who had been driving long enough for the actions to be instinctive. And even the reactions to a slight scare had become instinctive, though probably the scare was no longer recognized as such.

✦ ✦ ✦

One-eyed

THE menace of the single head lamp seems to be unappreciated by those who drive one-eyed at night. In the space of twenty miles on a recent Sunday night I passed four such cars—no side lamps, just a single head lamp showing to the front.

This is, of course, illegal. It is also very dangerous indeed. If the light is the left-hand one (to the law-breaker) the oncoming motorist may assume that the vehicle is a motor cycle and allow too little clearance. If the light is on the right side, the oncoming pedestrian ("Walk on the right," says the Highway Code) may make a like assumption and be knocked down. If lighting is in such a mess as this, the owner should get it fixed. And if it develops faults which result in this state of affairs on the road, the owner should stop at the first garage, in the meantime using a torch to indicate width. But I suppose such a driver never carries a torch.

✦ ✦ ✦

"Hot" Air

ON one of the damp, close evenings in September I drove my car in to the local cinema, and for once I was not at all satisfied with its engine. There was a sluggishness about it, and its obstinate intention of stalling at every halt made me use heel and toe with a flexibility that I have not needed since dance-hall days. The experience set me musing. A great deal is done to make petrol as perfect as possible from the point of view of combustion, but nobody, except the supercharging experts, worries much about the rest of the mixture—air. How far the gas proportions in the air change with barometric pressure and humidity I do not pretend to know, and in any case control is not easy. Presumably, however, if we could increase the oxygen content of the air entering the carburettor combustion

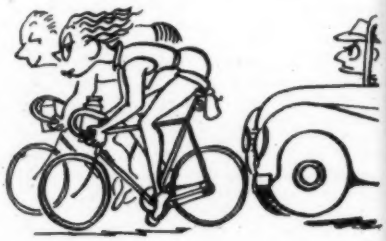
Damp, close evening.

would be improved. However, as the engine was its old self the next morning—bright and clear, higher barometer, lower humidity—I did not bother to drill the manifold and insert a liquid oxygen injector.

✦ ✦ ✦

Two Abreast

AS a two-wheeler when it suits me, but a four-wheeler on other occasions, I feel entitled to say that the worst piece of advice that the Highway Code gives to cyclists is that they should never ride more than two abreast. This regulation has been taken to mean that it is all right for cyclists to ride two abreast on every conceivable occasion, and that is by no means so if they are unselfish people. It is now common for traffic to proceed through the narrow streets of a town at the pace dictated by two cyclists abreast at the head of the queue; the same applies to country lanes. The stock retort to protest is "What's the hurry?" and the answer to it is that an integral part of a country's standard of living is the



At the head of the queue.

speed of its traffic flow. If every vehicle were suddenly immobilized the truth of that would be brought out in food shortage. As this country is not yet paying its way, for all its efforts, cyclists might pause to think that by riding two abreast at the head of a long stream of traffic they are helping to hold Britain back. But there is no need to reflect thus weightily. If someone else is in a hurry that is his business, and politeness demands that he should be assisted in his passage.

✦ ✦ ✦

Gas Engine

FROM an old competitions man I hear an amusing story of a diesel that preferred more spirituous liquor. It is fitted in a small coaster in the Middle East, and is an 88 h.p. four-cylinder Kelvin. The coaster loaded petrol—75 tons of it—mostly in Jerricans, but with a deck cargo of 33-gallon drums, some of which were in poor condition.

The Chief Engineer and the owner's son went below to start it (petrol and magneto hand starting), and noticed that the smell of petrol was more pronounced than usual; it was a breathless night and the ship lay in the lee of the hills. The engine started, turned over to diesel fuel—and raced away like mad. Closing the governor control made no difference, neither did cutting out the injectors; the speed was dangerously high, and the engine was therefore stopped, with some difficulty. It had been running on the petrol fumes from the ship's cargo.

The coaster was towed to the other side of the harbour, where there was a little breeze, and an hour later got under weigh without trouble.

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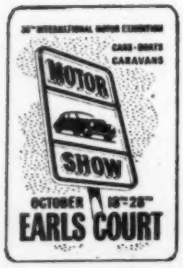

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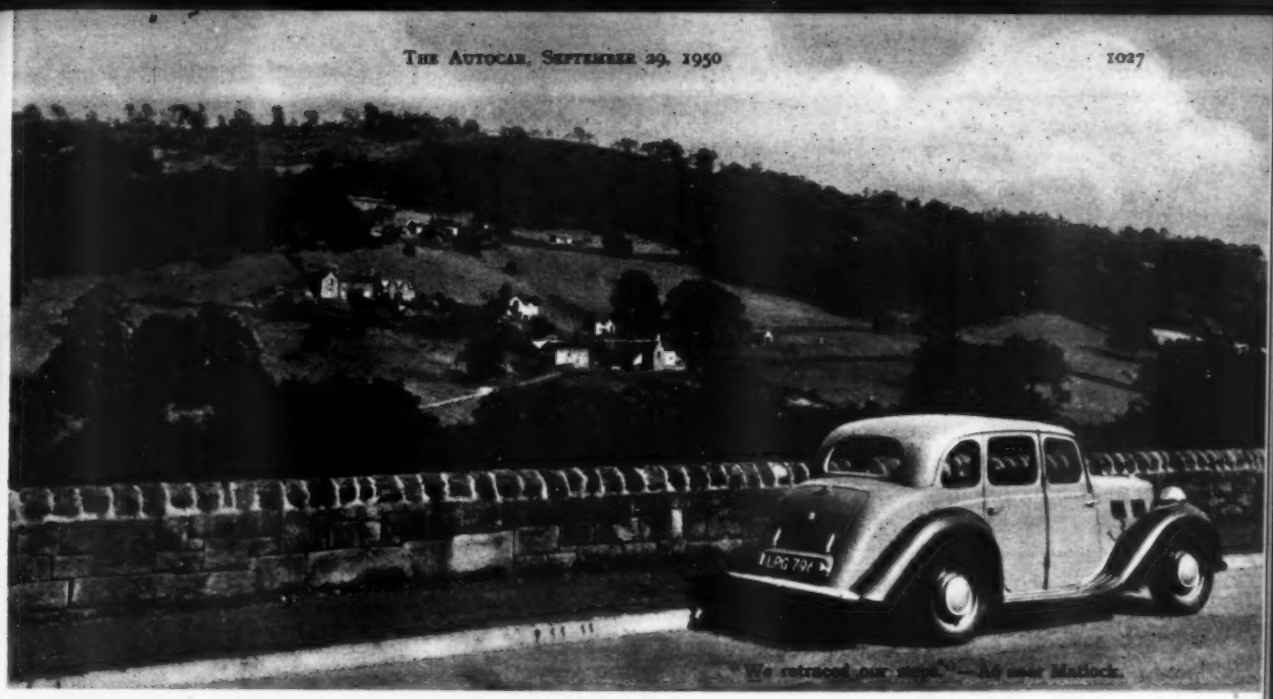


"We retraced our steps"—At near Matlock.

DOVEDALE REVISITED

TWO DAYS IN THE DERBYSHIRE DALES

by Michael Brown

CONNING the map in the direction of Derbyshire, your southern motorist is understandably intimidated by the sooty network of Wednesbury, Walsall, Wolverhampton and West Bromwich, not to mention Birmingham, Coventry and Kidderminster carpets. He need not be, for the route shown on the map skims skilfully between them with all the skill of a trick skater through a line of flower pots.

Provided, of course, that the line from the southerner's part of the south to Derbyshire runs near to Oxford, Banbury or Warwick. Ours picked it up at Henley, and with a 9.30 start we were lunching at Stonebridge (on the Coventry to Birmingham road) by 12.30 p.m. and pulling into Ashbourne by 2.30 p.m. After Sudbury the horizon had been excitingly broken by Derbyshire peaks, and the steep and thronged streets of Ashbourne gave a holiday suggestion with their similarity to those of seaside towns. We climbed out on the Buxton road; a mile from the last house we left it to the left, and in two ticks of an S.U. pump we were pulling up at the entrance to the Peveril of the Peak hotel.

I had not been to Dovedale since before the war, and the thought of the celebrated ravine added a flavour to the tea that was hastily drunk. "How do we get to the dale?" we asked, and the auburn-haired waitress bade us go through the gate, over the pastures, and keep to the right of the peak; for Dovedale is a walking trip. Approached by car, you must go past the Peveril of the Peak, up the hill, down t'other side and round over the stone bridge over the Dove. Turn right, and shortly after you will see the stone pillars of the Izaak Walton hotel gate. The road to the hotel goes off sharply to the left inside the gate; the road to Dovedale (through the gate) goes straight on, with signs on either side saying that heavy traffic is forbidden.

Some distance farther there is a large car park on the right. Beyond this, as notices inform you, motorists must not park, although they can reach the stepping stones for the purpose of turning round. Beyond the stepping stones the ravine begins.

It beggars description, of course. How can one describe a swift green stream darting through trees that billow from the floor of the valley, up the sides until they thin out to the solitary trunk which clings like a rock climber to the limestone crags above? How can one describe the path that meanders, clambers, scrambles or waltzes along the east bank of such a stream? How can one convey the dizzy height intoxication which seizes you as you peer cautiously over a rocky edge to catch the glint of the water far below? Far better to point out that it is a path that is easily negotiated (two wives of reasonable daintiness were not dismayed), the steeper gradients having been ironed out by rough concrete steps. In places there is mud at times, and a tendency to slipperiness, but a pair of stout shoes is all that the walker needs. At intervals the river tumbles over tiny waterfalls; at intervals the great crags frown on you for daring to disturb their ogre-like impassivity. If the cloud is heavy the ravine stimulates awe but no fear, for there are many other walkers present to keep you company. If the sky is blue it begets a delighted appreciation of such beauty. "If this," said my companion, "were encountered in Europe or America, tourists would rave about it. Because it is in England very few know that it exists."

Unknown

That, I think, is not exaggerated. I have been shocked to find that beauty spots which to me are household names create only a look of puzzlement and a "Where's that?" in others. To the venturer abroad I have nothing but encouragement; to the overseas tourist who couples his praise of foreign countries with a contempt for England I feel a like contempt—and I may modestly claim to have seen quite a bit of the world. If he knows neither Scotland nor Wales I dismiss his Continental aspirations as travel snobbery, with, none the less, a certain gratitude that the Swiss, the French, or maybe the Spaniards must suffer him while I explore delectable Dovedale in company with those who really appreciate beauty.

This area is to be a national park, and one is impatient of the delay in making it such, with the protection that that implies. Mr. Dalton's resounding phrases inspire confidence in Government intentions, but the Minister of Town and Country Planning's decisions undermine it, for where cement and the Manifold Valley conflicted, cement has won at least a temporary victory. The Dove and the Manifold are as precious as the Crown jewels; in fact, I am not sure that they are not the finest of the Crown jewels themselves.

The next day was devoted to motoring. Within the area

"The hill scenery is fine just here"—near Blore.

DOVEDALE REVISITED : continued

bounded by Buxton, Leek, Ashbourne, Belper, Matlock and Bakewell there is scenery of great variety; individual treasures also abound. I suggest that you do as we did —pick roads that look "interesting" on the map, keeping a lively eye open for celebrated attractions. As a result, in a day of such motoring, we traversed the National Trust's Alsop Moor, having climbed up from the miniature Cheddar of Milldale. The main road to Buxton (A515) switchbacks over the moors, and high-speed motoring through moorland is a fair imitation of the flight of the grouse and a means of obtaining a vivid impression of space and height. Where the road to Bakewell cascades off down the slope to Monyash we turned right and enjoyed the easy descent into neat and pretty Bakewell; we then climbed up to Baslow beyond and doubled back through Edensor and the magnificent park of Chatsworth.

This is scenery in the best travel film tradition (one can almost hear that deep purple voice saying, "And so for the present we leave them, while the golden sun sets in a lake of emerald . . ." and so on). But it is none the worse for that, and I always enjoy my travelogue. The point about this scenery is that its beauty is faintly artificial, an impression that is heightened by the deer posing under the oaks and by the splendid symmetry of Chatsworth House, one of the most famous homes of England. There is no need to dilate on Chatsworth, only to stress that this part of the Derwent Valley should be seen; the road in question runs from Baslow to Rowsley.

"At intervals the river tumbles over tiny waterfalls"—Dovedale.

For a time we continued down Darley Dale, heading for Matlock. But this road, by contrast, should be avoided. At the first opportunity we climbed to the west out of the valley, up to Winster and away from the tangle of railway sidings, the clank of shunting engines and the rows of depressingly suburban houses. The little loop through Winster was a find. After a spell amongst the clouds we plunged back towards Matlock down a wooded ravine as delightful as any. The road swings to and fro in neat curves; at intervals there is space to park, and when it finally joins the massive A6, pressing resolutely through the Derwent Valley from London to Manchester, it does so at the better end of the celebrated Matlock Gorge.

Again, I think that words descriptive of Matlock would be superfluous; the heights are higher than one would expect, and the depths are lower. The best comment is that if you have never seen Matlock (we had not), go and see it.

After lunch in the town we retraced our steps and left A6 to the south for Wirksworth. The minor road runs down a pleasant valley until it turns, appropriately, at Turnditch, into A517, which joins Belper and Ashbourne. Here the right turn takes your car along the watershed of a Peaky finger, with the result that you are confronted by a grand panorama over to the other side of the valley down which you have come from Wirksworth.

The need for petrol took us back into Ashbourne, and reluctance to leave the Dove sent us on beyond it in that direction, this time to climb by a very minor road through Mappleton and Blore. The hill scenery is fine just here, and a magnificent distant view of the gateway to Dovedale is to be had. Ultimately this little road joined the main road to Leek (A523), which we promptly left, climbing into the hills to the village of Grindon; time was getting on, and at this point my map, my navigation, and a signpost imposed a minor crisis. Faced by Grindon church, we thought that by turning sharp right we could descend into the Manifold Valley, cross it and climb out again through Calton—an attractive prospect, for the Manifold is elusive

"The road swings to and fro in neat curves."

"Into a farmyard went our route, over a wooden bridge."

on four wheels. Sure enough, the signpost said "Manifold Valley," and a tarred road heading left looked full of promise. As the last cottage was passed the road abruptly deteriorated, though obviously frequently traversed by motor traffic. We went on.

The gradient steepened and to turn became impossible. A really sharp hairpin intervened, at which point was a gate. We stopped, reconnoitred on foot, and decided that our "road" joined another and better one far below. We went on again, more steeply still now, with an occasional rock in the fairway, although not big enough to strike the chassis. After another gate we were at the bottom by the stone bridge. Here the map made no sense at all. The road on which we were crossed another and continued, signposted to Wetton and climbing very steeply indeed; grass grew in the middle of the track. No, I decided, for we were four up and luggage. The crossing road was unsigned but better in character, and ran parallel to another road, with merely a yard of turf and a fence to separate. On the separation strip was one of those wordy notices saying that the road was closed to all wheeled traffic except prams, or except when crossing from one "occupation road" to another. What on earth was an "occupation road" within the meaning of the Road Traffic Act (1930)? None of us knew. Again we went forward on foot, into the Manifold Valley, along a road which my map did not acknowledge (it did not recognize the road to Wetton either) in order to find a railway which the map *did*. But we could not trace the railway.

Yet the road was still obviously used by wheeled vehicles.

Eureka

Once more the car was driven on. There was a gentle curve to the left, along the stream-bed line—and into a farmyard went our route, over a wooden bridge, at last losing all semblance of a road in the mud and muck of farm animals. On the bridge was the first indication of the railway—the letters L.M.S.

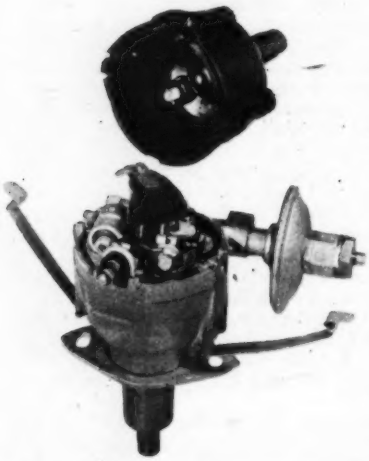
The scene was still, gorgeous, and silent as the grave; not even a cluck came from the scratching hens. As we looked at our watches their ticking could be heard. It was half past five, and we had 150 miles home to cover after tea. And tea was, of course, some distance off. Could we go on? Reluctantly, we decided that the rest must await another visit, and turned round on the grass.

But even now a decision remained. Should we escape up the steep track to Wetton? Should we try the fourth and remaining leg of the crossing along the floor of the valley, which we had not yet explored? Distant prohibition signs made us forsake the unknown, for the track down which we had come was at least the devil that was known. It was quite a malevolent little devil, necessitating a drop into first gear at one point, and the restart after the hairpin was not kind to the clutch. But soon we were back on the tarmac, faintly disappointed, and still puzzled by the serene and silent mystery that we had left down below. But not regretful. Dovedale is so beautiful that some of the mystery of the appeal of great beauty is its natural right; and it was only fair that a little of that mystery should be taken away as a souvenir.

EQUIPMENT IMPROVEMENTS

DETAILED MODIFICATIONS TO GIVE INCREASED RELIABILITY ARE A FEATURE OF LUCAS ELECTRICAL UNITS

The new distributor has built-in vacuum control to supplement the usual centrifugal control. There is a fine vernier adjustment.



Inside the new DM2A4 distributor: the condenser is unusually compact.

Pump and container unit of the screen-wash spray, which is operated by inlet manifold depression.

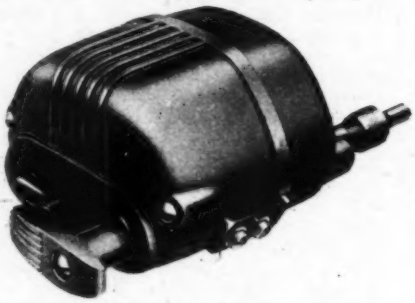
IT is not to be expected in view of the high degree of development in electrical equipment that far-reaching innovations are to be found. Nevertheless modifications to give increased reliability have been made by Joseph Lucas, Ltd., and will be seen on 1951 models. Amongst these may be listed a new range of distributors, improved voltage regulators, a redesigned head-lamp lens, really useful reversing lamps, more robust Trafficators and the effective screen spray.

Dynamos are now virtually standardized in two sizes, of 3.9 and 4.5in diameter, which, in itself, is a considerable step forward. These two standardized sizes were announced a year ago, but even so they have been improved by modifications to the end covers and by a new fan design, which together result in a greater volume of cooling air being drawn through the machines. This has made it possible to increase output without otherwise altering design features, such as windings, for the simple reason that the maximum output depends to a large extent on the temperature rise inside the machine. As a result the 3.9in diameter dynamo now has an output of 19 amps instead of 17, and the 4.5in diameter unit 22 amps in place of 20, a useful increase in view of the tendency to use more electrical equipment.

Associated with the dynamo is the control unit, consisting of voltage regulator and cut-out. Two new control boxes incorporate detail improvements in design which enhance reliability, the principles of operation being unchanged. Soldered connections are avoided wherever possible and are replaced by a process known as "hot pressing," the two leads being united under pressure and heat and giving a result akin to brazing. Hitherto control boxes have usually included at least two fuses, but these have now been removed and are carried by a separate two-way fuse unit. This makes it possible to position the voltage regulator close to the dynamo, which is desirable, while the fuse unit can be accessible for easy replacement of fuses.

In batteries there is virtually nothing new, because the Lucas battery was redesigned a year or more ago to give increased reliability and to save lead, which is now both very costly and scarce. The diecast cable connecter, fitting over the terminal post and secured by a single lead-plated screw, has proved its worth in preventing corrosion and is continued. Topping-up is rendered simple by the battery filler, which is merely inserted in the orifice of the cell until it rests on the tops of the separators, when distilled water will flow into the cell until the correct level is reached, thus preventing under- or over-filling.

Probably, the greatest advance is in coil-ignition equipment. A new range of distributors comprises three basic models, two for four-cylinder and one for six-cylinder engines. The latter and one of the former have built-in vacuum-operated control, in addition to the normal centrifugally operated mechanism. The four-cylinder units now have a single, long, sintered-iron bush for the shafts, with an oil reservoir which ensures adequate lubrication. The six-cylinder distributor has a cast-iron shank



A neat housing makes the latest screenwiper blend with modern interior styling.

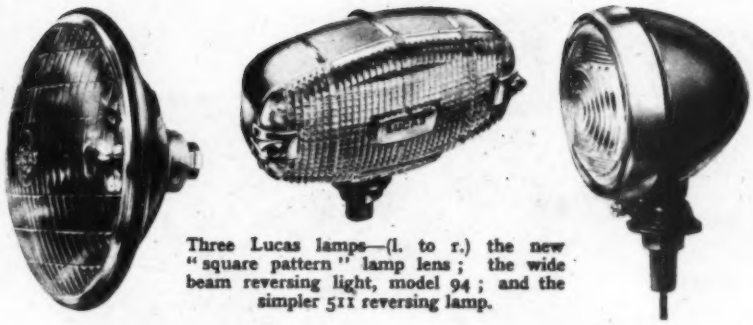
in which the shaft runs, with an oiler for the upper portion, while the lower part is lubricated by oil mist from the crankcase. Great attention has been paid to sealing the units, and the moulded distributor heads now have a continuous rim which spigots into the die-casting of the body to give complete protection against dust.

Another improvement is that the built-in vacuum-operated timing control is linked direct to the contact-breaker base plate, which moves on a special bearing assembly incorporating a lubricating pad. Another advance is to be found in the condenser, which is of metallized-paper type, instead of being wound with alternate layers of paper and relatively thick metal foil. This paper has a very thin layer of metal deposited on it. Should the metallic film be ruptured at any point the metal is vaporized away by the heat of the spark, so that a permanent short circuit is avoided and the condenser is in fact self-healing. This form of construction allows an impregnating wax of improved high temperature qualities to be used which, with a special rubber seal and flexible connecter assembly, means that there is no practical limit to the life of these condensers even in the tropics. Moreover, the condenser is only about half the size of the former type.

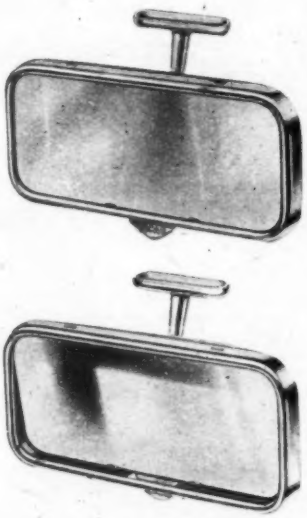
In these new distributors a measure of suppression against interference with radio and television reception has been incorporated. The carbon brush which makes contact with the lead from the coil to the rotor arm is of composite construction, a special resistive compound, tipped by softer carbon to prevent wear of the rotor arm, giving a

sufficient measure of suppression. This does not mean, however, that additional resistors at each sparking plug may not be necessary in some cases and a complete range of resistors is available if required.

The new lens developed for head lamps is another step towards safer night driving. It is divided into a large number of small zones, each containing a number of small lenses, by means of which the light from the bulb can be concentrated into the position which the designer requires. In this way very accurate control of the beam is possible, both in the main beam and dipped beam positions. This new glass is known as the "square pattern lens" and will be the standard fitment as supplies become available. Lens and reflector form a "light unit" and a specially designed bulb fits into the reflector from the rear. The virtue of this design is that lamps are always correctly focused.



Three Lucas lamps—(l. to r.) the new "square pattern" lamp lens; the wide beam reversing light, model 94; and the simpler 511 reversing lamp.

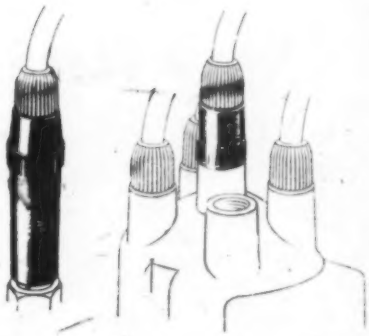


An anti-dazzle device is the prismatic dipping mirror.

Two new reverse lamps are model 511, with a round body, and model 94, which is roughly oval with a fluted chromium-plated body styled to harmonize with present car designs. An improvement in stop and tail lamps is a special bayonet fitting which has been introduced so that the two-filament bulbs cannot be incorrectly inserted, so ensuring that the 6-watt filament will illuminate the tail lamp and the 24-watt filament the stop lamp.

The well-known Trafficator has been made more reliable by replacing the flexible cable running to the bulb in the arm by a pair of contacts which make connection when the arm is in the rest position. The movement has also been strengthened and simplified, and if the amber signal arm is damaged it can now be replaced without having to remove the complete movement.

For sports cars with the external type of wiper mounted at the edge of the screen there is a new model, the CW, to replace the former FW. The motor has a five-pole instead of a three-pole armature. The gearing and bearings are very robust and the casing is restyled and finished in polychromatic grey.



Radio interference suppressors fitted to a plug and to the distributor high-tension lead.

KNOTT CUP TRIAL: TANK TESTING GROUND PROVIDES TOUGH COURSE

THE Knott Cup trial was held on Sunday, September 24, over a short but difficult course, on the tank testing ground at Bovington. There were five non-starters out of the seventy-seven entrants. The club's "feet and inches" system of marking was used, whereby cars were measured on each hill from the point of failure to the end of the section, and the driver with the least aggregate was the winner; this proved to be K. E. O. Burgess, with his supercharged Allard, who failed on only two of the twelve hills—Shermans' Delight, and Gallows.

H. Hopkinson, with his Ford-Austin, was the only driver besides Burgess to climb all but two of the hills, but he failed relatively low down on Gallows and lost second place to R. W. Faulkner's Mercury; that failed on three hills, although near the top. Among the new cars present was Imhof's new special, with its blown Ford Ten engine mounted amidships; it showed promise, but was not yet on form. The tendency of the modern trials cars for more and more weight to be concentrated over the rear axle caused one hill to be deleted after two specials had nearly fallen over backwards. More orthodox cars, such as W. A. Cleave's Morris, had climbed the hill without difficulty, showing that undue importance may be placed on weight distribution.

PROVISIONAL RESULTS

Knott Cup (best performance of the day): Allard 3,917 s (K. E. O. Burgess), 49ft 10in.

Ship Cup (best W.H. and Dorset member): Mercury 4,000 (R. W. Faulkner), 83ft 5in.

Visitor's Cup: Ford Austin 1,172 s (H. Hopkinson), 129ft 11in.

Unlimited Cup: H.C. 3,622 (H. Cocker), 141ft 1in.

Under 1,500 c.c. Cup: A. W. Spl 1,172 s (A. W. Lilley), 142ft 1in.

First-class awards: 1, Ford 3,622 (C. R. L. Nicholl); 2, Betsy 1,172 (L. J. Tolman); 3, Regent 1,781 s (J. Readings); 4, Whiteford Spl 1,172 (J. T. Spare); 5, Allard 3,920 s (A. Rumfitt); 6, Ford Spl 1,175 (G. S. Scall); 7, Ford 1,172 s (E. B. Wadsworth); 8, Cotton Spl 1,172 (D. F. H. Cotton).

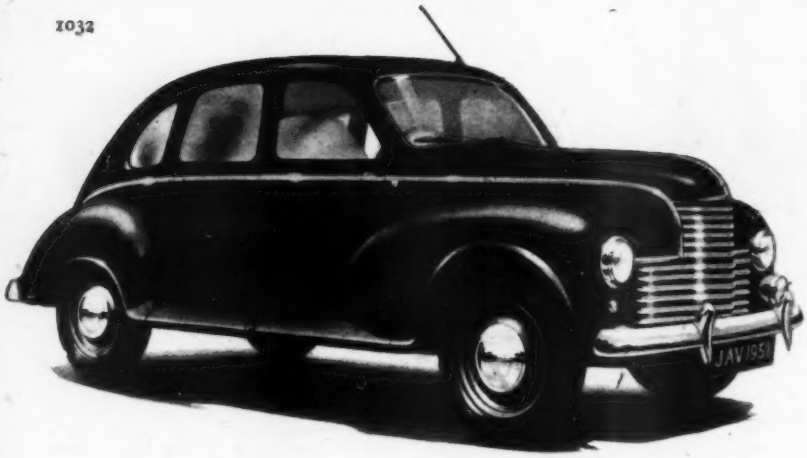
Second-class awards: 1, Dellow 1,172 s (A. E. Jackman); 2, Spence Spl 1,172 (E. G. Spence); 3, Sleeman Sports 1,172 s (J. D. Sleeman); 4, Dellow 1,172 s (A. E. A. Day); 5, Riley Spl 1,087 (B. Fitzwater); 6, Ford Spl 1,172 (H. S. Sweeney).

Towing a Chicken House

LAWYER-ON-WHEELS writes: The familiar exhortation "Mind how you go" may be supplemented by another, "Mind what you tow"! A farmer allowed his tractor to be used to tow along the road a friend's poultry shed, mounted on iron wheels, which the friend was selling. "That," said the police, "is a trailer, and it does not comply with Regulations 49, 50, 51 and 60 of the Motor Vehicles (Construction and Use) Regulations, 1947. By virtue of Section 3 of the Road Traffic Act, 1930, therefore, you are guilty of an offence, trailers being defined by Section I as 'vehicles drawn by motor vehicles'."

"Not at all," replied the defendants. "This is no trailer. And in any event it is a 'land implement' (see Regulation 3 [I]), and so is exempt from the requirements of Regulations 49, 50, 51 and 60." The justices dismissed the charges, but the police were successful in their appeal to the Divisional Court.

Lord Goddard, the Lord Chief Justice, said that the justices had placed too narrow a construction on the word "vehicle." The Act covered anything which would run on wheels. The suggestion that this shed on wheels was a "land implement" also would not do, for the definition of a "land implement" in Regulation 3[I] was clearly designed to cover agricultural machinery such as binders. The justices must therefore convict the defendants. "But," said Lord Goddard, "the question of penalty is entirely for them. No doubt this prosecution was brought to establish a principle." (Garner v. Burr and others, July 21, 1950).



With integral body-chassis structure, flat-four engine and torsion bar suspension all round, the Javelin saloon is an unconventional design which has proved highly successful. It will soon appear with this bolder radiator grille and an improved braking system.

SPECIFICATIONS
JAVELIN AND JUPITER

Engine.—Flat-four, o.h.v. push-rod operated, 72.5×90 mm. 1,486 c.c. Javelin compression ratio 7.2 to 1. 50 b.h.p. at 4,100 r.p.m. Jupiter, compression ratio 7.6 or 8 to 1. 60.5 b.h.p. at 4,500 r.p.m.

Transmission.—Dry single-plate clutch and 4-speed synchromesh gear box. Ratios (Javelin) 4.86, 7.31, 11.6 and 18.9 to 1. (Jupiter) 4.56, 6.25, 9.90 and 16.25 to 1. Hypoid axle.

Suspension.—Independent front by wishbones and torsion bars. Trailing arms and torsion bars at rear.

Brakes.—Girling hydraulic.

Dimensions.—Javelin: Wheelbase 8ft 6in, track 4ft 3in (front), 4ft 1in (rear). Overall length 14ft. Width 5ft 1in. Height 5ft 0½in. Weight 2,320lb. Jupiter: Wheelbase 7ft 9in. Length 13ft 7in. Height 4ft 8in. Weight 1,512lb.

Prices.—Javelin saloon £595 plus British purchase tax £166 0s 7d. Total £761 0s 7d. Javelin saloon de luxe £695 plus £193 16s 1d. Total £898 16s 1d. Jupiter chassis £525 plus British purchase tax £146 11s 8d. Total £671 11s 8d. Jupiter convertible £850 plus £236 17s 3d. Total £1,086 17s 3d.

Javelins and Jupiters for 1951

IMPROVEMENTS TO JAVELIN INCLUDE NEW BRAKING SYSTEM: JUPITER MODIFIED IN DETAIL

FROM the moment it was introduced in 1947, the Javelin saloon has built up an excellent reputation by offering an extraordinary combination of performance, road-holding, riding comfort, body space and operating economy. Now, three years later, it is still one of the outstanding cars in its class and it is being continued for 1951 with only detail modifications.

Foremost among the mechanical improvements for 1951 is an improved fully hydraulic brake system by Girling, replacing the half hydraulic and half mechanical system previously used. The drums now measure 9in by 1¾in, giving a useful increase in braking area.

Most obvious change on the new cars will be the bolder radiator grille. It is not yet in production, but will appear on the cars produced later in the year and will be combined with a new emblem derived from that used on the Jupiter sports model. The head lamps are now larger, of 8in diameter, and separate side lights are fitted. The switch of the interior light is moved to a more convenient location on the door pillar opposite the driver and minor changes are made to the windscreen wiper equipment.

Recent research work by Briggs, who make the body-chassis structure for the Javelin, has resulted in improved sealing of the body against dust, and passenger comfort in very cold climates will be enhanced by the use of the large capacity Smiths heater of 5,500 b.t.u. per hour output, which may be fitted as an alternative to the standard unit.

On the De-Luxe model, the bumpers are modified to give greater protection at the corners and valance plates are now fitted between bumper and coachwork. For the home market the rear number plate is to be mounted in an illuminated panel on the bar between the over-riders and the existing lamp, which is combined with the handle of the luggage locker and will be utilized as a reversing light. Where local regulations require it, the previous arrangement with the number plate mounted on the tail panel of the car will be retained.

Improvements in the interior equipment of the De-Luxe Javelin include a new steering wheel with square section stainless steel spokes and a large horn button in black plastic with the Javelin's name inscribed in silver. Two ash trays will be recessed in the top of the walnut veneered facia panel and the scuttle trim has been modified to resist localized wear caused by the feet of the driver and passengers.

All Javelins can be fitted with the latest Radiomobile, which comprises a small control unit mounted in the instrument panel, a power pack mounted on the scuttle and a separate loudspeaker carried out on the scuttle on the opposite side to the driver.

Deliveries of the Jupiter sports model have not yet commenced in Britain, but the car has already confirmed the promise given by its chassis design, with a victory in the 1½-litre class in the Le Mans 24-hour race. As a result of competition experience and long distance road testing, the axle ratio has been changed from 4.1 to 4.56 to 1. This is associated with the fact that in production form, the car proves to have a weight of approximately 14½cwt, as against the original estimate of 13½cwt. The road speed at 1,000 r.p.m. on top gear is now 17.5 m.p.h. and the cruising speed at a mean piston speed of 2,500 ft per min is 73 m.p.h. Despite this change the manufacturers expect a maximum speed of over 90 m.p.h.

Engines for both the Javelin and the Jupiter now have tappets with the normal screw adjustment in place of the Zero-lash hydraulic type. The compression ratio is 7.2 to 1 on the Javelin but the Jupiter can be supplied with compression of 7.6 or 8 to 1. Recent test figures show that the engine is capable of sustaining a maximum B.M.E.P. of 131lb per sq in at 3,000 r.p.m. Among the special competition equipment is a supplementary 8-gallon fuel tank which can be fitted in addition to the standard 10-gallon tank.

The Jupiter convertible, a 60 b.h.p. 1½-litre sports car of which much is expected. It uses Javelin components in a special tubular chassis. Hood and windows drop down to convert it into an open sports car, and the windscreen can be replaced by an aero screen for competition work.

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THE AUTOCAR, SEPTEMBER 29, 1950

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- Handsome buttressed sidewalls provide protection from kerb damage, and make cornering steadier than you've ever known.

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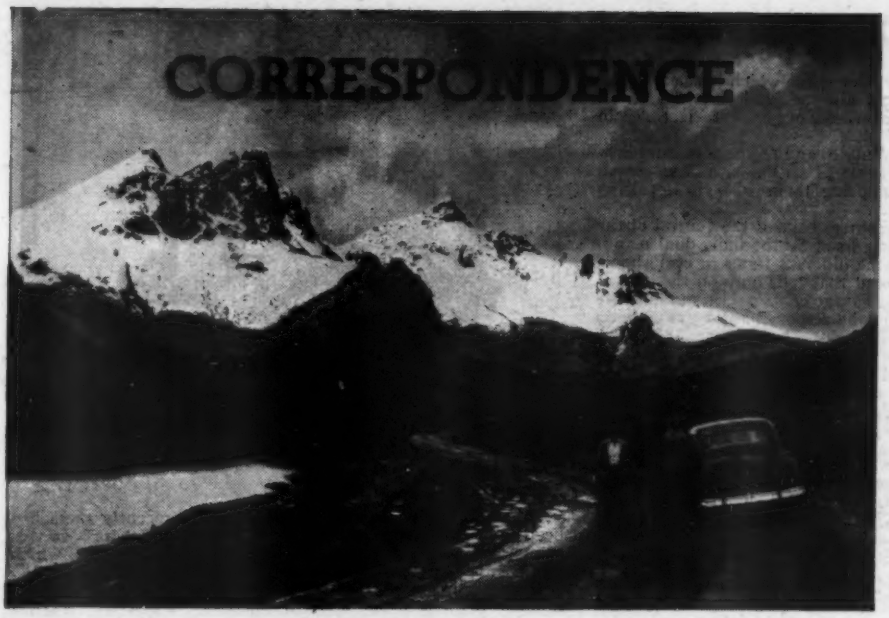


B.O.A.C. station manager at Lima, Peru, Mr. Valiant, keeps in close contact with four or five goldmines high up (17,000 ft) in the Andes, for they are a source of good business. He and his party are here seen on the highest road pass in the world at 15,885 ft. The place is known as Ticlio. The carburettor of the Packard has no special adjustment, and bottom gear is required to progress at all above 14,000 ft. At the point where the photograph was taken maximum speed in bottom gear had dropped to 4 m.p.h.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

ROADS

Too Much Money Spent on Surfaces ?

[62911.]—There seems to me some confusion in The Scribe's reference to "Roads" in "Disconnected Jottings," September 1. I agree that no Government can be excused for its neglect of roads, but surely roads do not mean only "road surface." I am delighted that manufacturers are at last designing cars to travel over less highly smooth surfaces than we are accustomed to meet in this country. We, in this country, spend a vast amount of money on the surface of the roads, and totally neglect the width, the visibility, the camber or the signposting. I believe that the country as a whole, and the motorist especially, would benefit enormously if 50 per cent of the money at present devoted to road surfacing were devoted to road widening. E. M. WAGNER.

London, N.W 3

INFLATION

Plea for Mechanical Means

[62912.]—Your leading article in *The Autocar*, August 25, reminds me of an "essential luxury" which I consider is long overdue.

Why cannot a mechanical compressor (as fitted on W.D. Bedfords) be fitted for tyre inflation? I am sure that this boon would encourage us to take out our tyre gauges with a lighter heart, and at more frequent intervals. PETER LAISTER.

Rotherham, Yorkshire.

LEFT OR RIGHT

In Praise of British Indicators

[62913.]—After reading the leading article in the July 28 edition about flashing-light direction indicators as opposed to Trafficators, I am moved to send you a clipping from the local paper; this is the second leading article which has appeared praising Trafficators on English cars.

Surely now that the Canadian Department of Highways has officially approved a highly desirable selling feature on English cars, the manufacturers will not slavishly change to the American style, which is hard to see by day and confused with the tail lights and stop lights at night.

Driving a Rover, I have the highest praise for the ease of operation and freedom from sticking one's arm forth in sub-zero temperature or soaking rain. Also, as Trafficators are used almost entirely in city traffic, the effect of air resistance does not enter the picture.

Trafficators are one of the extra points of quality on English cars. For heaven's sake don't drop them, along with body styles and fine interior finish, for a mass-produced article that America can supply cheaper.

Cheers for *The Autocar*—best of them all.

Peterborough, Ontario. ROB ROY.

WHITHER DESIGN?

The "Stuff as Dreams Are Made On" ?

[62914.]—Your excellent leading article (August 25) evokes a frightening picture of modern man who, Nero-like, plays idly with a gleaming toy amongst the tottering structures of his world. It is a picture worthy of the surrealist's brush whose influence, one feels certain, has already made itself felt in the design of post-war cars. For what are they but the results of dreams about molten metal and drawn-out chewing gum?

After all, the car is basically a machine for propelling man from one given point to another. If a machine is to be made beautiful (and I firmly believe that it should), then its lines should always reflect the proper function for which it is intended. The lovely cars of the early 'thirties showed us how beauty can marry with utility without belying the essential function of the machine. They looked as though their bonnets had engines under them (instead of being, as in the new designs, nothing but blunt noses and chromium teeth); they had wings in order to keep mud off the passengers (instead of bulging poultices stuck on the side); their facias were furnished with honest instruments instead of looking like pin-table controls and they were quite capable of suggesting speed in their general lines without recourse to phoney aerodynamics. No, Sir, modern cars do not *look* like what they are supposed to be; and pretence is a cardinal sin in people and machines alike.

Surbiton, Surrey. B. BIRO.

SERVICE CHARGES

Items that Make Up the Bill

[62915.]—Your leading article of August 18 on the subject of service charges cannot, in fairness to those engaged in the service side of the industry, be allowed to pass without comment.

Whilst certainly not defending the incident quoted (it is obviously exceptional and justly warrants investigation), had the victim enquired the reason for his being charged at the rate of 40s 9d per hour for his Trafficator repair, the answer would have been instructive.

Any trader will agree with you that repair charges are high, just as are one's haircut and shoe repair charges, but as long as labour rates are high such charges will remain so, as it is upon direct labour costs that repair charges are calculated. This is a well-known principle amongst the motoring fraternity, and it is well that it should be so. What is not quite so well known is the fact that one's client must pay for the use of expensive equipment, which has a high depreciation rate, and an often unknown replacement cost.

CORRESPONDENCE . . . . continued

The cost of maintaining the floor space which is occupied by the vehicle during repair must also be paid for, and so on through the list of essential overhead expenditure incurred in modern servicing and repair work.

It is, of course, the constant duty of any progressive establishment to keep a strict eye on costs of all kinds, and to search relentlessly for methods of reducing them without impairing efficiency.

The cost of materials is, of course, beyond the control of the repair organizations, these being fixed by the individual manufacturers. When one studies the different items of cost shown on a repair invoice, bear in mind that it is only on the cost of doing the work stated that the garage can retain some measure of control. The repairer cannot be responsible for bulbs, bolts or brake liners costing what they do.

It has been our experience that vehicles which receive the least maintenance are invariably the most expensive to repair. This is because the neglect of wearing parts has led to the adjacent parts becoming worn also, and these in turn have helped to accelerate the wear throughout the car as a whole.

If vehicle owners would really believe the well-plugged dictum, "regular maintenance pays in the long run," their annual repair bills would be reduced. F. H. LANDERS.

Ormskirk, Lancashire.

A Matter for Investigation

[62916.]—The leading article in *The Autocar* of August 18 calls, in my opinion, for more detail, otherwise it may be thought that generally the motor repairing trade in this country is profiteering.

The cost of the direction indicator bulb was 2s 9d, which, deducted from the total charge of 16s 4d, leaves 13s 7d for labour.

Assuming the time taken to execute this repair as twenty minutes, this works out at the astounding figure of £2 0s 9d per hour for labour only. Surely there must be some other explanation for this? And if not, may I suggest you should have taken this matter up with either the garage or the manufacturers of the car concerned, before printing this in your excellent journal? Such isolated examples are calculated to harm the genuine motor traders, who, both during the war and since, have done a grand job of work in keeping the wheels turning under most difficult conditions.

Rotherham, Yorkshire. K. P. GREENWOOD.

ALPINE RALLY, 1950

The Unnamed Who Did Well

[62917.]—Having read with interest the reports of the above rally, I noted that one of the most remarkable performances, that of Dr. Callender with his Jowett Javelin, had, with one solitary exception, gone unrecorded.

I feel that, while well-known names are always supposed to be "good copy," the excellent effort of this gentleman and his *voiture* deserves some appreciative comment, particularly as, apart from last year's Alpine Rally, in which he completed less than 100 miles, he had never before engaged in any motoring competition. In all the circumstances it is extraordinary that the doctor, driving a standard 1950 model car, should have been numbered among those few completing the course within the time limits, and incidentally beating quite a few works-sponsored entries. C. J. TURNER.

Whitstable, Kent.

READING THE MAP

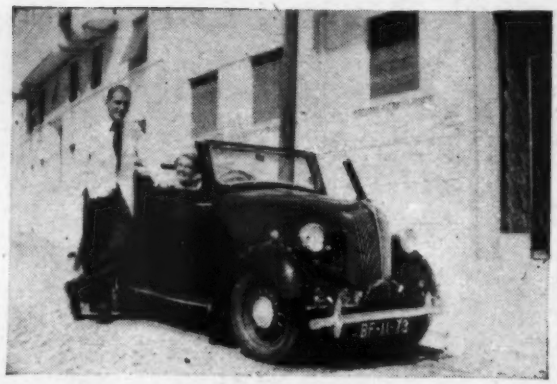
Joys of the Night Trial

[62918.]—May I beg The Scribe not to be intimidated by his, surely exaggerated, ignorance of map reading? (See footnote to [62856].)

A team organized to win something in a night trial can do with a Super Dare-Devil driver in addition to a navigator and one or more clue spotters to swoop swiftly from point to point. A well-lighted saloon car will ensure no distraction by the beauties of a moonlight night, or, of course, the horrors of a wet one.

If he still finds this alarming, why not join the happy band of last-home types, hunting in couples in open cars, who are inclined, after a dashing start, to dawdle in the moonlight, listening to the owl, or the bird chorus at dawn, or to get caught in an impenetrable mist, frittering away the lost-marks-laden-minutes until they can decently abandon the search, and put on a spurt for the breakfast rendezvous.

London, N.W.8. "ONE OF THE LAST HOME."



A doubtful registration (see letter 62919).

BRANDED

Registration Letters of Significance

[62919.]—In your Correspondence columns recently there has been some discussion of unusual registration numbers. In this connection I enclose a photograph of my little Standard, which was licensed here in Portugal.

It appears that the particular combination of letters on my number plate is never used in the U.K. Certainly, when I take the car to England, it provokes gales of laughter wherever I go. B. G. NEVILLE (Mrs.)

Lisbon.

THE B.R.M.

Fulfilling the Desire of Past Drivers

[62920.]—It is a pity that the B.R.M. did not show its paces during the recent Silverstone meeting but nobody should grumble, because at last Britain has a Grand Prix car which I am sure will be as good as, if not better than, anything which the Continental countries can produce.

Famous British racing motorists of the past have wished for what we have now got, a British Grand Prix challenger. The late Sir Henry Birkin, who drove a four-seater Bentley into second place against G.P. formula cars which weighed about half the sports Bentley, at Pau in 1930, always wished for a British Grand Prix car.

Dick Seaman, at the moment of his greatest triumph, after winning the German Grand Prix in 1938, said to a friend, "I only wish that it was a British car." Neither of these famous drivers is here today to see Britain's future Grand Prix hope. But I am sure everyone will join me in wishing the B.R.M. the best of luck for the future. DENNIS STEWART.

Coupar-Angus, Scotland.

Patronising the Firms Which Help

[62921.]—Regarding the B.R.M., it seems to me that one point of view has yet to be expressed. It is this.

As a motorist, I should go to great lengths in patronizing a company which I knew to have given support to the B.R.M. project, as opposed to those I knew had not, in any purchases I am ever likely to make. My attitude in this respect is explained solely by the fact that I regard anyone doing their share towards giving us a car to be proud of (as I am sure we one day shall be) as having just a little more vision into progressive research than the next man.

Whenever I take my new Morris Minor round a corner, I am convinced, each time, that its road-holding can be traced to the fact that someone once wanted a racing car to do it that way, and showed the way to the near-perfect suspension we are used to today.

I always feel that those who decry the spending of money on projects like the one above would not be backward in learning from the fruits of success. Who, in the days of the Schneider Trophy, would have said that out of the experience gained in winning it we should produce an aircraft upon which Britain's survival once practically depended?

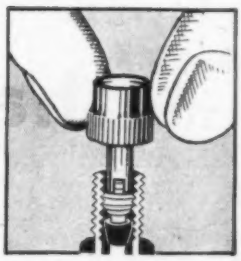
Newcastle-upon-Tyne. S. K. HODGKINSON.

Formula I is Running Out

[62922.]—After that most unfortunate display by the B.R.M. on August 26 I would like to send my sympathies along to all those connected directly with that temperamental piece of

Do you know

WHY THE 'SCREWDRIVER' TOP?



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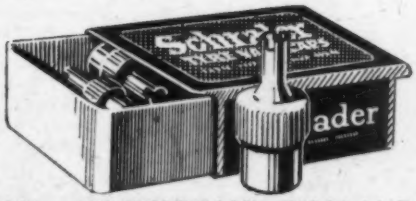

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CORRESPONDENCE . . . . . continued

mechanism before the Correspondence columns are filled with much tumult and shouting on the whys and wherefores of its failure.

My own sorrow, backed by 300 miles of motoring and a sleepless night before, cannot, I am sure, be compared with that of the team from Bourne. They have my sympathies (and small donation), but let us remember that Formula 1 as we know it today can be a thing of the past in 1952, so naturally the sooner the team of B.R.M.s is in full swing the longer we will have the joy of seeing some British racing green passing the chequered flag *before* the inevitable Alfa red.

In conclusion, a bouquet to T. C. Harrison for his valiant attempt to uphold our prestige in his old E.R.A.

Winsford, Cheshire. G. B. HOUGH.

TV SUPPRESSORS

"Social Costs" are Inevitable

[62923.]—Your correspondent's objection [62848] to the purchase of a TV suppressor for his car has surprised not a few of us here.

In an increasingly technical age, when people are more interdependent than ever before, it is obvious that an individual's action may impinge upon the lives of many others. I wonder whether your correspondent feels aggrieved because the price he pays for a car must include the cost of an exhaust silencer, a horn and a special kind of glass? Such requirements were thought desirable before they were a matter of legal requirement, specifying the responsibility.

In this same category of social costs could be placed the rules governing smoke abatement, industrial pollution of rivers, conservation of such natural resources as timber and wild game, and of natural beauty spots. To observe such rules for the safety and enjoyment of others may seem much like living under the tyranny of one's neighbour, but we are all neighbours to others, entitled to be protected from the one thing and to enjoy the other.

There is no doubt that TV has come to stay and will expand rapidly. The television minority is only a temporary minority. Anyway, there is today too little respect for minorities.

I agree with the remark about the motorist's contribution to the national kitty, but does your correspondent think that his proposed local issue of suppressors would be really "free" and not paid for out of taxation? Private purchase of a suppressor has at least the advantage over extra taxation that one knows precisely what one is getting for one's money.

Leicester. CONTRAST.

SILVERSTONE RACING

Needed Improvement of the Stands

[62924.]—No doubt you have received letters of criticism regarding the arrangements of the last Silverstone meeting; one big drawback seems to go on unchecked and that is the passage of spectators along the front of the stands.

Surely an arrangement could be made whereby the steps are at the end of each stand and a passage way along the back. This would ensure the first three or four rows of each stand an unrestricted view. J. D. STRONG.

Colchester, Essex.

TD M.G.

Praise from a Satisfied Owner

[62925.]—Having been a faithful reader of your excellent journal since pre-war days, I have lately noticed several letters of appreciation of various post-war cars, but I do not remember having seen such a letter concerning the 1950 TD M.G. With your permission, I propose to rectify this omission as I have been the owner of a TD since April, and I cannot praise it or its makers too highly.

I have now done nearly 10,000 km, the last 4,000 of which were on a long trip including the worst roads (excluding the Grossglockner pass) that the Austrian Alps can show. Notwithstanding such a gruelling test I have not had to open the bonnet for any mechanical failures, or even had to change a wheel.

During most of this long trip the petrol consumption was never less than 28 miles to the gallon and frequently between 30 and 32, with easily maintained maximum speeds of 75 to 80, and continued cruising between 60 and 65. The oil consumption is virtually nil and it never boiled, even on gradients necessitating the use of first gear.

I think that this car for its price is a remarkable achievement, with a finish infinitely superior to that of many cars twice as expensive, and there is, of course, no doubt whatsoever that the new suspension, greater width, and larger tyres, make it in every way a 100 per cent improvement on all earlier models.

With two people and three large suitcases and portmanteaux, one felt in no way squashed and able to cover 600 to 700 km in eight hours, with the least discomfort and without being unduly tired. It is such a pleasure to drive that one does not notice the time or distance. M.G. can certainly be proud of this model. G. D. ADDINSELL.

Marquette-lez-Lille, France.

STARTING FROM COLD

Heat in the Right Place

[62926.]—May I join the discussion on "Starting from Cold" by describing my way of dealing with this trouble?

Surely in really cold weather petrol is not readily vaporized by air at close to 32 deg F; if the air drawn in with the petrol is warmed, starting is much easier.

My practice in starting a Hillman Minx during really cold weather is to pour a cupful of hot water over the intake manifold, after which the engine never fails to start quite easily even when, in mid-winter, the temperature is as low as 20 deg of frost. M. A. HAMMER.

Mold, Flintshire.

ENGINE LUBRICATION

Motorists Should Insist on Clean Oil

[62927.]—I notice the importance attached to the necessity for clean oil, as mentioned in the article on "Tuning and Maintenance" (September 15), but nothing is mentioned of ensuring that only clean oil is used to replenish the engine or top up when required.

Car manufacturers and oil suppliers all advocate frequent changing of the engine oil and then send the motorist to their agent who, in thousands of cases, tops up the engine by means of a dirty old oil measure and in many cases from a dirty old cabinet.

Surely it is quite time this dirty method of dispensing oils was done away with. There are many ways of ensuring the service of clean oil when topping up or replenishing—wet hose pump or fountain, the sealed oil container and the bottling system. Oil fountains are expensive to install. Sealed containers cost more to the consumer. The bottle system ensures clean oil without any addition to bulk prices and offers a quick service.

As suppliers of bottles and manufacturers of special bottle racks we know this system is becoming more and more popular with garages as the most reasonable means of discarding the dirty oil measure and ensuring a quick and clean oil service to the motorist.

Motorists should insist on obtaining clean oils.

Leamington Spa, Warwickshire. ROBERT R. EVANS.

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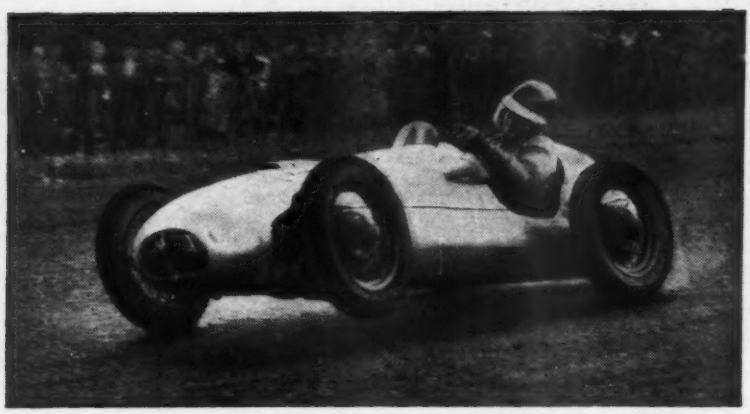

Front-wheel-drive 500, with no differential and a low roll centre at the rear; in other words the Emeryson, here depicted on Paddock Bend during the last Brands Hatch meeting. Paul Emery, the intrepid conductor, refers to the noticeable lack of adhesion between one front wheel and the road as "Nature's diff."

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E

SATURDAY'S Goodwood meeting should be interesting indeed; the 500 c.c. event has attracted all the major stars in this class, including Moss, Bottoms, Dryden, Carter, John Cooper himself—and Reg Parnell, trying his hand at Cooper-conducting for the first time. Two H.W.M.s will run in both the Woodcote Cup and the Goodwood Trophy, while Tony Rolt will drive one in a handicap event. Among the other entries for the Goodwood Trophy are Peter Whitehead's Ferrari; Bira, de Graffenried and Hampshire with 4CLT Maseratis; the E.R.A.s of Gerard, Graham Whitehead, Ashmore and Shawe-Taylor; Johnnie Claes' Talbot, and Parnell with the B.R.M.

My own feeling is that running the B.R.M. in this event is hardly worth the risk, and would be better not attempted; it should win easily, and I hope for everyone's sake that it does. But only the completely uninitiated will hail it as a great victory; the remainder will say "So what? It's only a thirty-mile race, and there was no opposition worthy of the car." If, for any reason, there is another last-minute hitch, or the car blows up in the race—oh, brother, where shall we be then?

All this is much too reminiscent of the last Bourne bombshell, the E-type E.R.A. Two cars were entered for the 1939 International Trophy race; only one arrived, at the eleventh hour, for practice, and did not start in the race itself. Then one car was taken to Rheims for the 1½-litre race before the French G.P., and again did not start. Finally, it ran in the Albi G.P., but unfortunately crashed when leading the race, and did not finish.

Now, the B.R.M. is in every way a very much better design than the E-type, and there is no reason why it should not prove extremely successful; but there is an unfortunate similarity in the way in which the two cars have made their bow to the public, and in the mass of confusing statement and explanation issued on both occasions. However, I understand that the B.R.M. has done quite a lot of running since Silverstone, both at Folkingham and at Goodwood, so I trust that it is now considerably better prepared and will indeed show its true performance.

COMING SHORTLY

SEPTEMBER 29.—Monte Carlo Rally British Competitors Club. Meeting open to all Monte Carlo Rally competitors, Pall Mall room, Royal Automobile Club, London, S.W.1, 7 p.m.
30.—B.A.R.C. Race meeting, Goodwood, 2 p.m.
30.—Scottish S.C.C. Bo'ness Speed Hillclimb, Hamilton Drive, Kinneil Estate, near Bo'ness-on-Forth, 2 p.m.
30.—Veteran C.C. Rally, Eastbourne.
29 to **OCTOBER 1.**—East Anglian M.C. Butlin's Rally, Butlin's Holiday Camp, Clacton-on-Sea.
1.—Wirral Hundred M.C. Cambria Trophy trial, starting Pwllgwyn Hotel, Caerwys, Denbigh, North Wales, 11 a.m.
1.—Hagley and District L.C.C. Trial, Worcester.
5-15.—**Paris Motor Show.**
7.—Liverpool M.C. Jeans Gold Cup Trial, starting Denbigh, N. Wales, 10 a.m.
7.—Bristol M.C. and L.C.C. National car race meeting, Castle Combe Circuit, near Chippenham, Wiltshire, starting 1.30 p.m.
7-8.—B.A.R.C. (Yorkshire Centre). Scarborough Week-end, starting with Rally from Staxton, finishing Marine Drive, Scarborough.
8.—Riley M.C. Autumn Trial, starting Broadway, Worcestershire, 1.30 p.m.
8.—750 M.C. Wrotham Cup Trial, Kent.
8.—Ilkley and D.M.C. Sporting trial, Otley.
8.—Lothian M.C. Trial, Scotland.
18-28.—**London Show, Earls Court.**

HARD on the heels of my announcement that the Czechoslovakian G.P had been cancelled came the news that it had been won by a Czech driver by the name of Hovorka, driving a Maserati. Apparently it was only the international aspect of it that was cancelled, the People's Republic having decided that any motor race run within their borders should have only national competitors.

THE Watkins Glen event, America's premier road race, which took place on Saturday, September 23, resulted in a victory for a Cadillac-engined Allard J2 driven by A. E. Goldschmidt. Second came Briggs Cunningham in his Healey-Cadillac, and third another Allard-Cadillac, this time in the hands of F. G. Wacker. Preliminary reports speak of several accidents, one involving Tom Cole with his Allard (he drove at Le Mans with Sydney Allard), who was fortunately not hurt, while another unfortunately resulted in the death of Sam Collier, who was killed when the Ferrari he was driving burst a tyre and overturned.

Sam Collier was one of the most popular young American drivers in the sports car and road racing fields. Together with his brother Miles, he drove the big saloon Cadillac which went so impressively to finish tenth at Le Mans this year, and he had driven his M.G. TC in numerous events in the United States.

SO quickly does the time pass that already people are full of plans for next year's Monte Carlo Rally, the regulations for which have now been published. There will be 70 British entries, and the British route this time will pass through Llandrindod Wells instead of Doncaster, which means more motoring on British soil and less in furrin parts. The latter part of the general route on the Continent has also been slightly modified; more of this anon, but it does not affect the rally in any material particular. One thing that does, however, is the inclusion of a harmless-sounding little sentence which excludes from taking part cars with "engines built by another firm than that producing the car." Now, this affects not only the Allards and Healeys, to name but two examples, but also any cars utilizing proprietary engines, although these are not so numerous now as they once were. Entries open October 1, and early application is an essential; all enquiries to the R.A.C., Pall Mall, London, S.W.1.

THE Formula 2 race at Perigueux, in France, last Sunday resulted in yet another win for the ubiquitous Simca-Gordini team; their two cars, driven by Manzon and Simon, each won one heat, and finished first and second in the final. However, Stirling Moss, who is rapidly becoming equally ubiquitous and seems well on the way to solving the age-old problem of how to be in two places at once, was second in his heat and third in the final, at the wheel of an H.W.M. Lance Macklin drove the second H.W.M., but was unplaced.

Result: Race distance (final), 97.9 miles—1, Simca-Gordini (R. Manson), 1h 51m 13.8s, 52.79 m.p.h.; 2, Simca-Gordini (A. Simon), 1h 51m 14.1s; 3, H.W.M. (Stirling Moss), 1h 52m 13.5s.

TWO new one-make clubs have recently been proposed; one for Alfa-Romeo owners (enquiries to H. K. Deshaw, 30, Herent Drive, Ilford, Essex), and the other for Alvis owners (write to R. Birks, 201, Yew Lane, Ecclesfield, Sheffield). There was an Alvis Car Club before the war, of course, but it was never resurrected when peace broke out again.

THE race meeting organized by the Bristol M.C. and L.C.C. for Saturday, October 7, at Castle Combe aerodrome, promises to be most exciting; many well-known names appear in the 500 c.c. race entry list, while the *formule libre* event, with Dennis Poore's Alfa, an H.W.M., and E.R.A.s in the hands of Gerard, Wharton and possibly Harrison (to mention but a few) should be well worth seeing. The circuit is less open than many airfields, and consequently more "realistic"; Castle Combe

Jaguar

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STIRLING MOSS

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and

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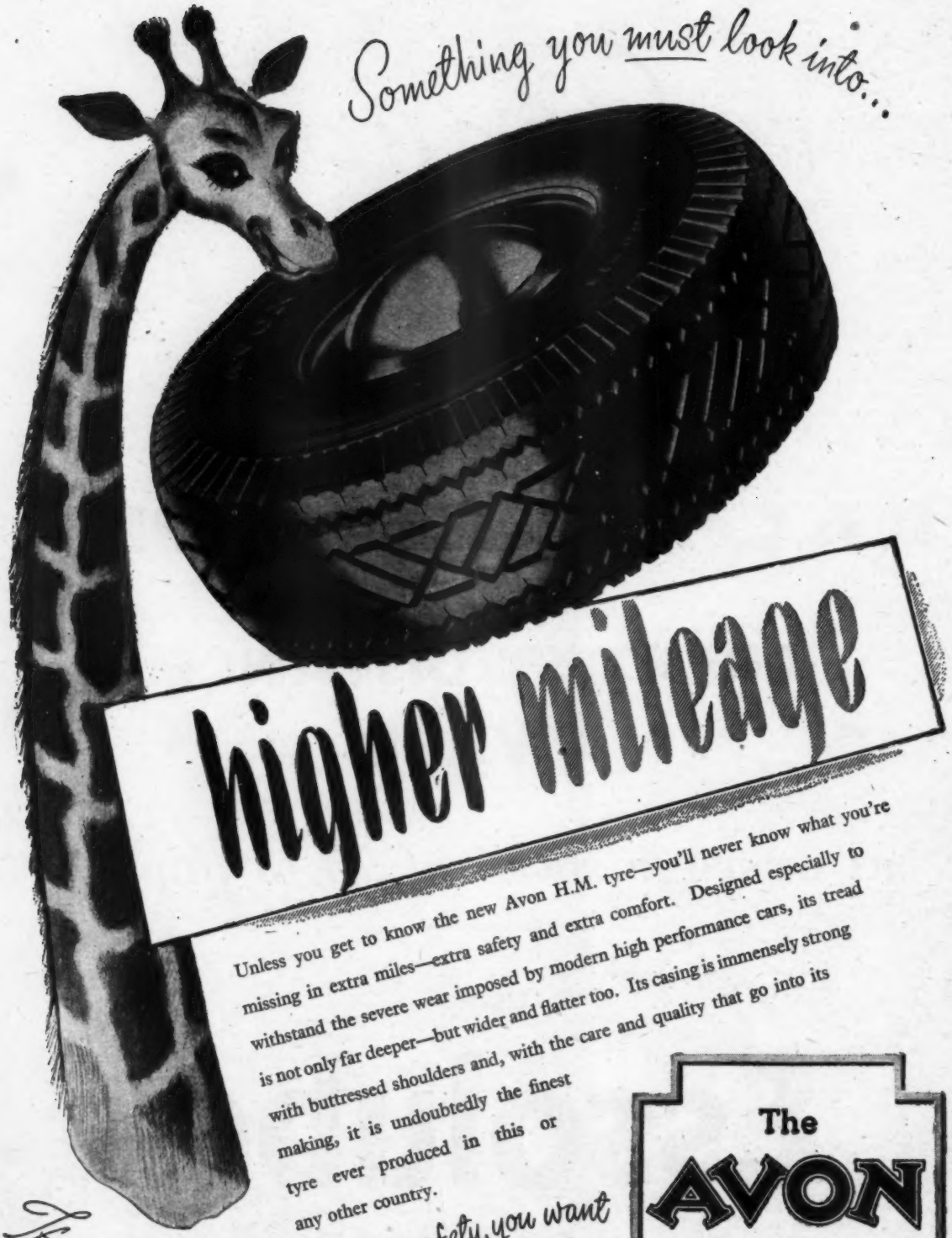
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The
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THE SPORT . . . . . continued

is in Wiltshire, about six miles north-west of Chippenham.

THE Automobile Club de France has now given judgment on the appeals lodged by the two Dyna-Panhard drivers who were disqualified in the Alpine Trial for irregularities in the dimensions of their inlet ports, discovered when the engines were stripped at the end of the event.

The appeals are allowed and Panhard thus win six Coupes des Alpes. Of twelve Dynas and two Dyna-Veritas which started, seven finished, six of them with clean sheets.

The communique from the A.C.F. says that the good faith and impartiality of the A.C.M.P. scrutineers, who made the disqualification, are recognized, but an expert sent to the factory discovered similar dimensional variations of cylinders in course of assembly, which were explained by the fettling after casting. The Automobile Club de Marseille et Provence sportingly distributed the prize money of 1 million fr among the winners immediately after the trial and it looks, therefore, as if someone has now got to find some additional prize money for Colas and Masset.

THE two-day rally organized by the East Anglian Motor Club with the assistance of the Butlin's holiday camp organization, which takes place this week-end, received the creditable total of 143 entries, including several XK120 Jaguars and other potent cars. As the programme includes such items as a race on dodg-em cars by way of diversion, some most interesting results should be achieved; the rally finishes at Butlin's Camp, Clacton-on-Sea, on Saturday afternoon, while the special tests take place on Sunday.

BAD news comes from Italy in the shape of the announcement that Giuseppe Farina, world champion driver for 1950, has been injured in a road accident last Sunday while on his way to Genoa. According to an as yet unconfirmed report, both he and his wife are in hospital with fractured limbs.

RACING AND THE M.G.

Maintaining the Breed: The Saga of M.G. Racing Cars, by John W. Thornley (10s 6d, Motor Racing Publications, Ltd., Wick Hall, Radley, Abingdon-on-Thames). Motor racing enthusiasts, and in particular supporters of the M.G. marque, will find this behind-the-scenes account of the pre-war period when M.G.s were works entered in races and record breaking a fascinating collection of facts. The author, long associated with the M.G. Car Co., is the present assistant general manager, but his story, chiefly of the spacious days of the early to middle 1930s, is not presented unduly as propaganda. Anyone having associations with the marque, as owner or as privileged spectator in the days of the racing activities at the Abingdon factory, will find the book (which is not much above 100 pages, including illustrations) hard to put down.

It is a candid story, from the inside, of the development of astonishing power output and stamina from small engines, extending from the far-off days when the late Cecil Kimber first turned the nucleus of an afterwards famous band of keen mechanics in the works on to raising the compression ratio and fitting stronger valve springs in an ordinary 1929 M-type Midget, to the time, some six years later, when 146 h.p. was held on the brake from 746 c.c. at 7,500 r.p.m. with 39 lb blower pressure. This was the engine of the records car which became known as the Magic Midget or, in the works, EX127.

In a sprightly style, and with many a touch of the dramatic, Thornley sketches ably the development history of EX120, the car with which records were first taken in the 750 c.c. class at over 100 m.p.h.; the forerunner of the production Montlhéry Midget; the J series; the K3 1,100 c.c. six-cylinder; the P, Q and R series in turn; and finally EX135, based on the K3, with which George Eyston took the Class C (1,100 c.c.) hour record at 120.88 m.p.h., and the contemporary K3 which became Goldie Gardner's. The details of how this car's engine was developed to the point where it gave 194 b.h.p. at 7,000 r.p.m. from 1,100 c.c., and shortly before the war took records at over 200 m.p.h. on the Dessau autobahn, are quite exciting.

The story is rounded off with details of the post-war Goldie Gardner records with a 750 c.c. six-cylinder engine, later reduced to 500 c.c., which was built in 1939, but which the war prevented being tested until 1946. The book contains power curves for the racing engines and tabulated specifications of the M.G. production models from the very first model up to the current 1½-litre. Its dust jacket is from a painting by the late F. Gordon-Crosby of the Mark III Tigresse on the banking at Brooklands.

H. L.

CLUB NEWS

Sunbeam-Talbot O.C.—The third annual Scarborough Rally to be held by the Sunbeam-Talbot Owners' Club during the week-end September 23-24, went off in a remarkably successful manner, entrants coming from Darlington and Glasgow in the north, Penzance in the south, London, Gloucester, Chester and even Belfast. The driving and hill-climbing contests were held on the Royal Albert and Marine Drives, by kind permission of the Scarborough Corporation; split seconds only separated the class winners, while spectators obviously enthused. Bad weather on the Sunday necessitated the concours being held under cover.

Results.—Scarborough Trophy (best performance by Sunbeam-Talbot car): R. J. Adams. **Sunbeam-Talbot cars up to 10 h.p.:** 1, G. E. Carder; 2, W. Freed. **Over 10 h.p.:** 1, R. J. Adams; 2, F. J. Merritt. **Hillman Minx cars:** 1, R. Walshaw; 2, B. N. Hiskins. **Ladies' Prize:** Mrs. S. G. Hill. **Concours:** 1, Hillman Minx (R. Walshaw); 2, Sunbeam-Talbot 2-litre (F. W. Webster); 3, Hillman Minx (G. Geddes); 4, Sunbeam-Talbot Ten (L. Tanner).

Vintage S.C.C.—Vintage and Edwardian cars will take part in the Welsh Rally, to be run on October 14 and 15. The rallying point will be the Radnor Arms, Presteign, Radnorshire, to which competitors will proceed on the first day of the event, and marks will be allotted on the basis of mileage covered between 10 a.m. and 6 p.m. On the Sunday there will be an appearance competition and hill-climbing competition for Edwardian cars, and a 35-mile reliability trial for the Vintage section. Entries to T. W. Carson, Mellaha, Pack Lane, Kempshott, Basingstoke.

A.C. Owners' Club.—Winner of the concours, held at Hampton Court on September 17, was a 1937 four-seater drop-head A.C., entered by C. F. Widman. Second came a 1938 fixed-head coupé model, entered by Marczewski. The treasure hunt was won by R. Knight, in a Jowett Javelin, with O. F. Conran (Renault) taking second place, and T. J. Webster (1927 A.C.) third.

Citroen C.C.—Despite the cryptic wording of the clues used in the treasure hunt on September 3, 90 per cent of the competitors reached the finish well within the time limit, at the Middle House Hotel, Mayfield. In the best-maintained-car competition which followed, G. I. Gale took first place with his 1936 12 h.p. saloon; he was awarded a chromium spot lamp as first prize.

The next event, which will be open to members and Citroen drivers, will be a rally and night trial, to be run on November 4. All enquiries to the General Secretary, 103, Kingston Hill, Kingston, Surrey.

Stockport M.C.—Plans have gone ahead to revive the club, which was originally formed some forty years ago. A general meeting will be held at the Brookfield Hotel, Wellington Road South, Stockport, on Thursday, October 5, at 8 p.m., to which all former members are invited. Honorary Secretary is H. D. Cartwright, 6, Chestergate, Stockport.

Leicestershire C.C.—The route for the Lonsdale Trophy trial, in the Lutterworth area, consisted mainly of second-class roads, with a short field road section added for good measure, and a liberal sprinkling of secret checks. K. M. Law, in a Singer, won the Lonsdale Trophy and replica, and first-class awards went to R. A. Hopkinson's M.G., and L. Pole's Sunbeam-Talbot.

Sunbeam Register.—The Register's first event—a concours d'élégance at the Hogs Back Hotel, on September 17—had an entry of 38 Sunbeams, of Edwardian, Vintage and post-Vintage stock. J. Hampton, in a 1912 two-seater 12-16, gained first place in the Edwardian class, J. R. Rapley (1928 16 tourer), in the Vintage, and J. O. A. Arkell (1935 25 saloon), in the post-Vintage class. Registrar is Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

Nottingham S.C.C.—Results of the concours d'élégance, held on September 16 at Hoveringham, are as follows.—**Cars up to 1914:** 1, 1914 Morris (T. K. Shipside). **1914-1930:** 1, 1926 Bentley (Mr. Kenyon). **1930-1944** (open): 1, 1936 M.G. Magnette (Mr. Maclagan); (closed): 1, 1939 Alvis 12-70 (J. D. Radford). **1944-1950** (closed): 1949 Triumph (W. E. Spowage); (open): 1946 T-type M.G. (P. Marvin).

Plans have been made to hold a closed race meeting at Gamston Airfield on October 7.

Hants and Berks M.C.—The course for the fourth annual Night Navigation Rally, scheduled for October 21-22, will be some hundred miles in length, starting from, and finishing at, the Sadlers' Arms, on the Sutton Scotney by-pass. The event is a nocturnal test of map reading, navigation and driving. The Hants and Berks, Lagonda, Vintage, Bugatti, 750, Cemian, North London Enthusiasts and Maidstone and Mid-Kent motor clubs have been invited to compete. Entries (closing date October 14) to J. M. Burn, "Cotswold," 33, Cherry Orchard, Staines, Middlesex.

Bognor Regis M.C.—This new club was formed in August, and already has a membership of about fifty. Those interested should contact V. E. Mahler, of the Architectural Wrought Iron Company, Lyon Street, Bognor Regis.

West Essex C.C.—Winner of the Chelmsford Cup in the rally, run on September 17, was I. B. Croker, driving a Lagonda Rapier. A Jowett Javelin, driven by A. D. C. Gordon, put up the best saloon car performance, and G. M. Boyes' Batten Special won the open car class.

Chiltern C.C.—The Prix d'Honneur in the concours d'élégance, held in Amersham on September 3, was awarded to P. Barden with his 1950 Rolls-Royce, with the Brooklands Trophy—for second place—going to the 1937 Rolls-Royce of R. Way. First in the Veteran class was N. V. Reeves' 1899 Benz, and in the Edwardian class, the 1910 Rolls-Royce of S. J. Skinner. A 1929 Sunbeam, entered by J. M. Dove, headed the Vintage section, and the open and closed classes (1930-1942) were won by V. W. G. Cook's 1938 Morris and L. Gibbs' 1936 Riley, respectively. A 1948 Alvis, entered by R. A. O. Blackwell, won the post-war class, and C. T. Anderson's 1937 Fiat the pride of ownership competition.

Wirral Hundred M.C.—The Cambria Trophy trial—a closed sporting event over a 50- to 60-mile course—will be run on October 1, starting from the Pwllgwyn Hotel, Caerwys, Denbigh, North Wales, at 11 a.m. Entries should be sent to A. K. Wilson, Chippie Town Lane, Neston, Wirral.

Riley M.C. and M.G. Car Club.—An annual fixture for these two clubs which always receives enthusiastic support is the concours d'élégance and gymkhana at the Abingdon works. This year about 1,000 club members and friends descended upon Abingdon on Saturday,

CLUB NEWS . . . . . continued

September 2, where they were received by the president, Mr. Victor Riley. The concours was held during the morning, and the gymkhana during the afternoon; the former was won by P. Tompkins' M.G., with R. F. Beck, in a Riley, in second place. Best aggregate performance in the gymkhana was put up by S. J. Parry, driving an M.G.

Riley M.C.—At the B.A.R.C.'s international race meeting at Goodwood, on September 30, there will be a marquee, to which all Riley Club members and their friends will be welcome. For admission, it will be necessary to obtain a badge (price 1s 6d each) from the London Centre Secretary, E. B. Williams, 55-56, Pall Mall London, S.W.1.

Bristol M.C. and L.C.C.—It seems that the national car race meeting at the Castle Combe circuit, on October 7, will provide a really good afternoon's sport. Seven races, of ten laps each, will comprise the programme—two for sports cars of over 2,000 c.c., one *formule libre* event, two for five-hundreds, one for 1,100 to 1,500 c.c. racing cars, and one for racing cars of 1,500 to 2,500 c.c. Entries include those of Dennis Poore, Stirling Moss, Ken Wharton, "Curly" Dryden, Sydney Allard, Peter Collins and G. N. Richardson. The circuit, which is near Chippenham in Wiltshire, is an attractive near-road course, with a lap of 1.84 miles. Spectator accommodation is excellent, admission for adults being 5s, with a car park fee of 5s for cars and 2s 6d for motor cycles. The meeting will start at 1.30 p.m.

IN BRIEF

Separate front seats are fitted in the new Sunbeam-Talbot 90, and not a single bench-type as stated in the description published last week.

A successful Standard service week was recently held by the Broadfields Garage and Engineering Co., Ltd., Standard House, Cockfosters, Middlesex. The firm are sole distributors for Perfit seat covers, and area distributors for Rotoflo dampers.

Mr. J. R. M. Boothby, who is now a director of Monza Cars (London), Ltd., wishes it to be made clear that he is no longer actively connected with the firm bearing his name, nor with any cars which may be produced or raced under that name.

Starting on October 6 and covering the whole period of the motor show, Lt.-Col. A. T. Goldie-Gardner's M.G. record car will be on display in the showrooms of Alexander Duckham and Co., Ltd., 346, Kensington High Street, London, W.14. The chassis and body will be shown separately.

The factory of the Country Life Caravan Co., Ltd., Romsey, Hampshire, which was partially destroyed by fire last year, has now been rebuilt and is in increasing production. Models of the new small caravan, the Langull, were shown for the first time at a preview on September 20.

Dunlop tyres were used by Duncan Hamilton, in a Maserati, and J. Flynn, in an M.G., when they won the senior and junior events respectively in the Wakefield Trophy in the Curragh races. At the recent Prescott meeting Dunlops were used by Dennis Poore who, in his Alfa Romeo, made fastest time of the day.

Permission has now been granted for an increase in factory space of 68,000 square feet for the A.C. Spark Plug Co., at Dunstable. The extension has been made necessary by the rise in production, which is equivalent to 50 per cent more than in 1948. The extra room will enable labour saving machinery to be used to speed up production methods.

Mr. J. S. Ramsden, M.I.E.E., has decided to retire from the board of directors of the British Thomson-Houston Co., Ltd , after more than 40 years' service with the company. He will, however, continue in a consultative capacity and will remain on the boards of the export subsidiary, Ferguson Pailin, Ltd., and the Switchgear Testing Co., Ltd.

Mr. W. H. Wills, general manager of Adlards Motors, Ltd., Acre Lane, Brixton, London, Ford and Allard main dealers, has been appointed a director of that company.

The Cheltenham Caravan Co., Ltd., of Naunton Lane, Cheltenham, Gloucestershire has now been added to the list of approved manufacturers of the National Caravan Council. They bring the number of approved firms to 25.

On September 16 Carmo (1929), Ltd., St. John's Wood, London, N.W.1. celebrated their 21st anniversary with a dinner at Grosvenor House. Among the guests was Sir Charles Bartlett, managing director of Vauxhall Motors, Ltd.

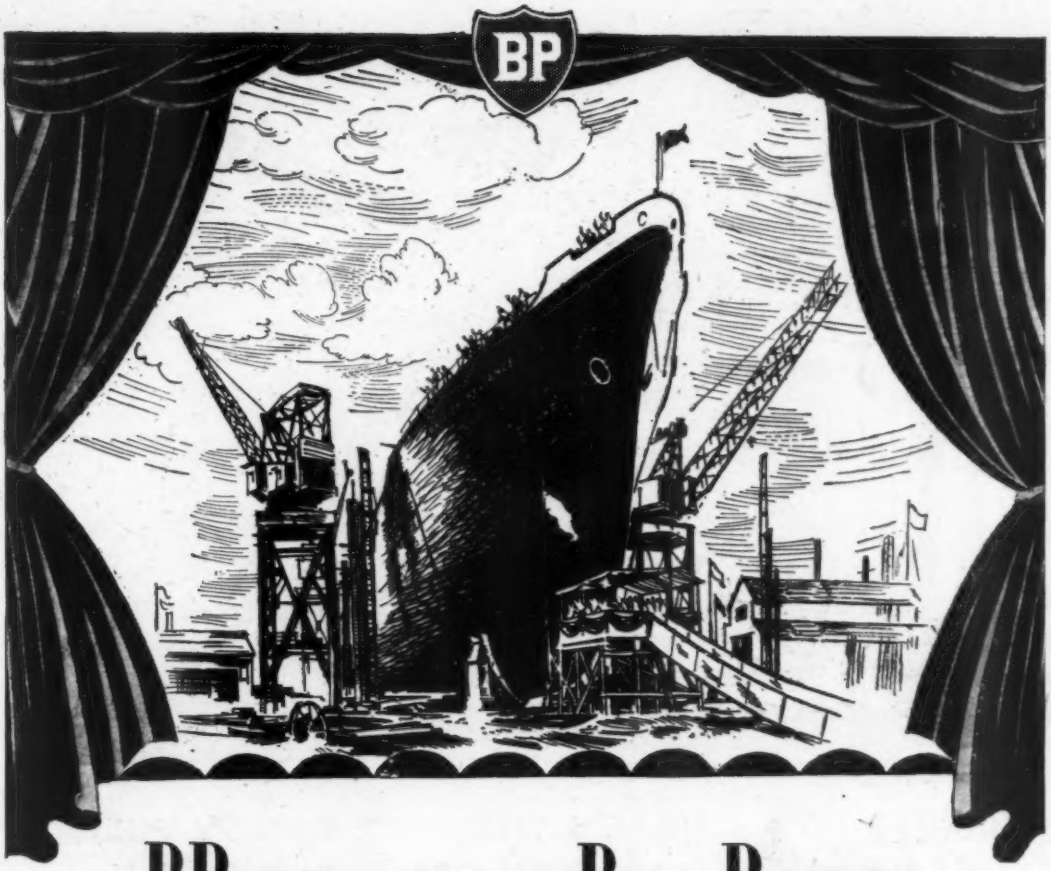
Mr. John Black, the divisional manager for Scotland of the Dunlop Rubber Co., Ltd., died recently. He joined the company in 1926, before which he spent 14 years with the Midland and Birmingham Rubber Co. Mr. Black was 54.

The death is also recorded with regret of Mr. Edgar Harrison, who was associated with the Riley company in early years. During the last twenty years he had operated his own business in North Row, Oxford Street, London, W.1. He was 64.

Handy information for travellers in France is provided by two additions to the Michelin series of pocket guides, on Chartres and Versailles. They most usefully combine practical with historic information, and are attractive in appearance. They are distributed in England by Anglo-French Periodicals, Ltd., 25, Villiers Street, London, W.C.2, price 2s 3d.

Mr Donald Bastow, B.Sc.(Eng.), M.I.Mech.E., M.S.A.E., M.S.I.A., has been appointed research manager of the engine and mechanisms laboratory of the B.S.A. group. Mr. Bastow has for many years been assistant to Mr. W. O. Bentley, both when the latter was technical director of the Lagonda concern, at Staines, and subsequently as consultant to Armstrong Siddeley, Ltd.

The presentation of a silver salver was made recently to Mr. Charles Lein, of the Goodyear company, by the tyre repairs materials conference group, at a luncheon in Mr. Lein's honour. In making the presentation, Mr. F. R. Carr, chairman of the group, expressed members' regret on losing the link with Mr. Lein, which was the result of his transfer, within the Goodyear company, to the managership of the Pliofilm sales department



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IN BRITISH PROGRESS

Last year 14 new tankers joined the BP fleet from British shipyards — THUS HELPING TO END PETROL RATIONING. The fine new 16,000 ton tanker pictured above is one of 134 in the British Tanker Company fleet that carry the products of Anglo-Iranian Oil Company. 25 more, including 6 giants of 28,000 tons, will be delivered by the end of 1952.

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1949 **HUMBER** Super Snipe 27 h.p. Saloon, Steel Grey, Grey leather, 9,000 miles.

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1949 **JAGUAR** 3½-litre Mark V Saloon, Black, Brown leather, 3,000 miles.

1948 **M.G.** 1½-litre Saloon, Black, Fawn leather, 9,000 miles.

1949 **MORRIS** 'Minor' Saloon, Green. Beige leather, 3,000 miles.

1949 **MORRIS** 'Oxford' Saloon, Maroon, Beige leather, 7,000 miles.

1949 **MORRIS** 'Six' Saloon, Platinum Grey, Beige leather, 5,000 miles.

1949 **RILEY** 1½-litre Saloon, Black, Green leather, 7,000 miles.

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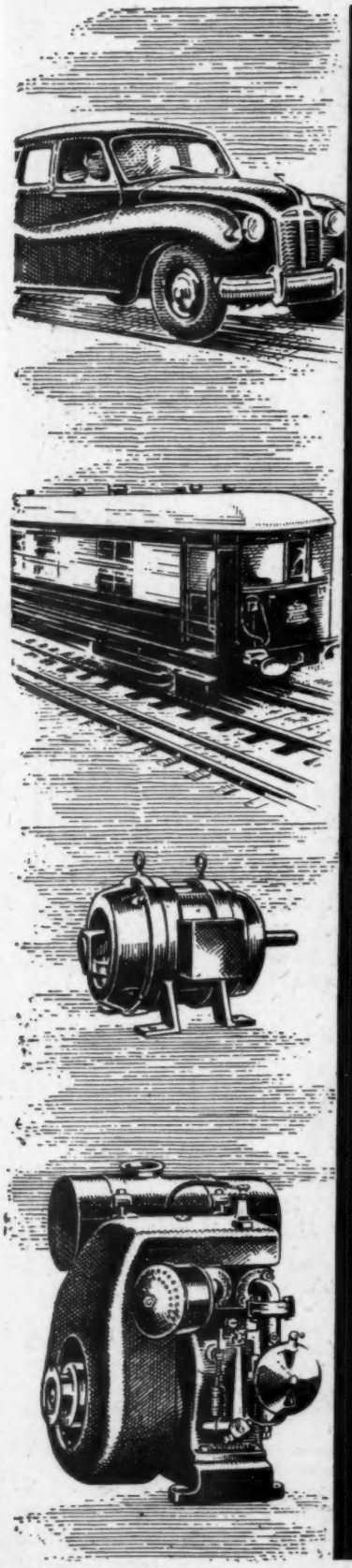

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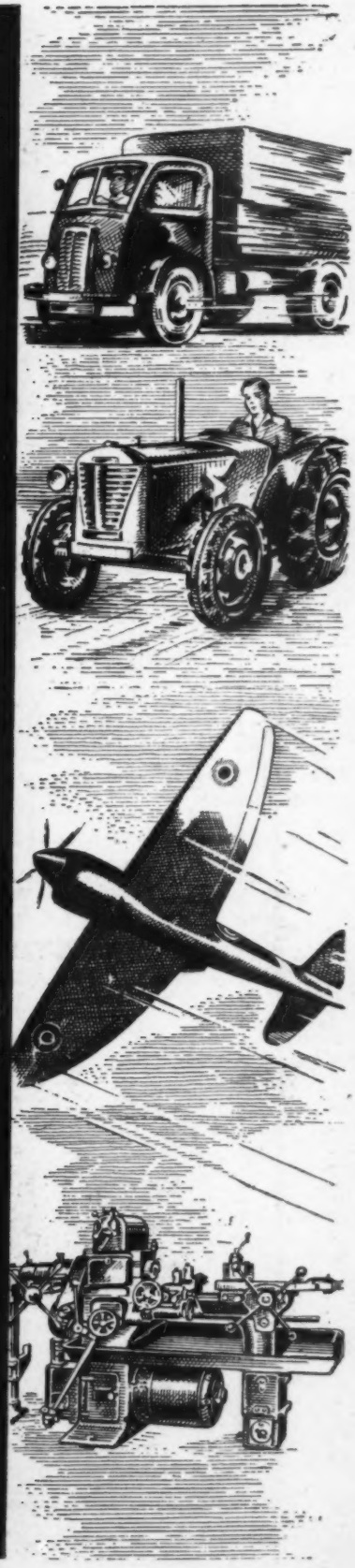

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1935 A.C. 2-litre sports 4-seater, new batteries and tyres, recellulosed, very exceptional condition; £300.—Batley, Mathon, Tenbury Wells, Worcestershire. [7151

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1948 A.C. saloon, special finish metallic grey and red, £100 extras, moderate mileage, just as new, cost £1,400; will accept £1,150.—36, Sidmouth Rd., N.W.2. Willesden 3030. [8209

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1949 (model) 2-litre A.C. sports saloon, metallic grey, with red hide upholstery, small mileage, as new, terms and exchanges.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon, Surrey. Croydon 5470. [8736

1936 A.C. Aero saloon, just completed extensive rebuilding throughout, chassis, engine, body, upholstery as new, new PH 100 headlamps, tyres, battery, etc., at great cost, mileage 600, superb car; bargain £525; financial reasons.—A.C., Park Farm, Tilehurst, Reading. [8624

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ALFA-ROMEO

BARTLETT, Alfa-Romeo always in stock.—27a, Pembridge Villas, W.11. [7598

BEVERLEY MOTORS, Coombe Rd., New Malden, have available 1939 2.5-litre type 6C, independently sprung chassis with 5-seater saloon body, customer may specify own coachwork colour and upholstery; price approx. £1,500.—Enquiries to Malden 4403. [4322

£450—17/50 Gran Sport Alfa, ex-George Eyston (world's record breaker), 113 miles in the hour, now fitted sports 4-seater body, Alfa red, full equipment, new hood, new tyres and battery, completely rebuilt mechanically, in absolutely tip-top condition and appearance.

V. W. DERRINGTON, 159, London Rd., Kingston-on-Thames 5621-2. [8050

OCTOBER, 1937 Alfa-Romeo 1,750cc twin camshaft supercharged Zagato 2-seater, crank ground, new mains, new big ends, brakes relined, new tyres, new chrome, new tonneau covers, recellulosed Rolls quality Alfa red, taxed till December.—Speedsters, Ltd., Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 628.

Alfa-Romeo Cars Wanted

BARTLETT, the Alfa-Romeo specialists.—27a, Pembridge Villas, W.11. [7600

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3 (Flaxman 0052), are interested in buying Alfa-Romeo. [8853

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Portsmouth Rd., Cobham and Brooklands Track, Weybridge, Surrey. Byfleet 520. [0124

ALLARD

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Allard 2-seater sports, colour metallic grey, mileage 8,000, specimen motor car; £850.—WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7348

CAR MART, Ltd.

ALLARD 1949 saloon, 8,000 miles; £1,095.

ALLARD 1949 drop head coupe, 11,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8218

DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151

1948 Allard two-seater with outside luggage boot, 1,200 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8322

1949 model Allard foursome d.h. coupe, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8323

1949 Allard foursome coupe, radio, excellent condition throughout; £950.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [8483

1948 (December) Allard saloon, bronze, small mileage, immaculate condition; £995.—Bells Service Garages, 144, London Rd., Kingston-on-Thames 1185. [7993

1949 2-str., grey/brown hide upholstery, 8,000 miles, one owner, exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [8355

Allard Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8317

Allard Spares and Service

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

ADLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6451.

ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333.

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

BROOKLANDS.

ALVIS distributors for London.

CATALOGUES and particulars available of the new 3-litre saloon and 4-seater drop head coupe by Tickford.

1949 Alvis 14hp foursome drop head coupe, speedometer reading 6,000, examined and approved by makers.

1949 Alvis 14hp saloon, grey, speedometer reading 8,000, examined and approved by makers.

1948 Alvis 14hp Tickford coupe, finished black, examined and approved by makers.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [8341

J. MARSHALL offers:—

1937 Alvis 4.3 by Van den plas, pillarless sports saloon, recently completely overhauled including many special features; £650.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [7642

ACLAND & TABOR, Ltd. offer:—

1947 Alvis 14hp shooting brake, low mileage, very pretty and well-built body; £895.

APPLY Welwyn 481. [8678

FOR Sale, 1937 Alvis 4.3 saloon in fine condition.—Box 6490. [8064

ALVIS 1932 drop head coupe, good condition, engine just overhauled; £130.—Rolfe, 17, Wharfe St., Leeds, 2. [8621

£550—1937 17hp Silver Crest sports 4-door saloon, excellent condition throughout, very clean interior.

£395—1936 17hp Silver Eagle 4-door saloon, very superior condition, small mileage car.

£385—1934 speed 20 sports tourer, most carefully maintained by two owners, condition excellent in every way.

£125—1931 12/50 Atlantic 4-door sports saloon, excellent mechanically, sound body.

HIRE purchase and Insurance on all cars.—Alton Garage, "The Alvis People," 17, Brook Mews North, Craven Rd., Paddington 3952 & 4710. [8615

1939 Alvis 14 saloon, black, blue leather upholstery, very sound; £595.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8443

1939 Alvis Speed 25 4-door sports saloon, in excellent condition; £755.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [8830

12/50 Alvis 1931 wide two-seater, engine and body rejuvenated 5,000 miles ago (£120 receipts), remarkably good condition; about £165.—McConnell, Eton College, Windsor. [8387

1936 (July) Alvis 16.9hp Silver Eagle saloon, in good all-round condition, engine done 8,000 miles approximately since completely overhauled; £200.—Peck & Packer, Ltd., March 2228. [8135

DROP head 12-70 Alvis 14hp, taxed, a really good car in 1946 condition, maintained regardless of expense, all new tyres, etc.; £525, or near.—2, Ellingham Rd., Chessington, Surrey. Tel. Bri. 2838. [8543

£135—Alvis 1931 Silver Eagle 20hp four-door saloon, trafficators, new battery, good tyres, very good mechanical condition, body good, detachable rear boot, call after 7 p.m. or phone after that time.—435, Hackney Rd., London, E.2. Sho. 8209. [8301

1949 (July) Alvis 14hp Tickford 4-seater drop head coupe, grey, fawn leather, 11,000 miles, Alvis maintained for one meticulously careful owner, specimen condition throughout; £1,350; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [8402

225 gns.—Alvis 1931 12/60 type special sports 2-seater, fitted 30hp Ford V.8 engine, British racing green, leather upholstery, concealed hood, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8651

1935 Alvis limousine, 7 seats, face forward body by Mayfair Carriage Co., this car has not been used since September, 1939, fitted with discs, the original spare never been used, mileage 23,000, one owner; the car must be sent to be appreciated, it is absolutely as new.—A. Ringle, 262a, Clapham Rd., S.W.9. Macaulay 1312. [2677

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

D.C.S.

THE Alvis buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5723

CYRIL SHEPPARD requires:—

ALVIS Speed 25, 1939 and others.—102, King's Rd., Reading 2712. [8002

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

1948/9 Alvis saloon wanted.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [8011

1948-9 Alvis; please give particulars and price.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0494

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [8361

URGENTLY required (privately) 1938-40 Alvis drop head coupe.—Full particulars to Spence, Glen-Hollow, Chapel Green Lane, Bristol, 6. Tel. 35297. [8631

Alvis Spares and Service

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [1585

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams, "Alviscar Gold London."

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. "Grams, "Alvis, Coventry."

American Car Wanted

WANTED, American cars, all makes, for cash.—Parade Garage, Gallows Corner, Romford, Essex. Ingrebourne 2451. [3547

ARMSTRONG SIDDELEY

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1939 Armstrong Siddeley town and country 17hp limousine, sun roof and full partition, colour black, brown leather; £625.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7349

CAR MART, Ltd.

ARMSTRONG 16 1947 Typhoon saloon, 6 months' guarantee; £975.

ARMSTRONG 16 1947 Hurricane coupe, 6 months' guarantee; £975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8219

PASS & JOYCE, Ltd., offer:—

1949 Armstrong Siddeley Hurricane drop head coupe, black, synchromesh gear box, one owner.—184, Gt. Portland St., W.1. Museum 1001. [8474

CHARLES FOLLETT, Ltd., offer:—

1947 Armstrong Siddeley Lancaster saloon, beige, H.M.V. radio, foglamps, one owner, maintained by makers, excellent value; £950.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12 Wellesley Ave., W.6. Riv. 1413. [8436

CHARLES RICKARDS, Ltd., the house of standing and repute.

1946 Armstrong Lancaster saloon, black, preselector, in excellent condition throughout; £875.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [8141

1936 Armstrong 17hp saloon in outstanding condition throughout; £275.

COLES GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [8749

1939 Armstrong Siddeley 16hp saloon, 6-light, perfect condition throughout.

PARAMOUNT MOTORS, 114, Tottenham Court Rd., W.1. Euston 7503 and 5326. [3164

CASS'S MOTOR MART.—1946 Armstrong Lancaster saloon, black, radio, heater, 15,000 miles, superb.

1947 Armstrong Typhoon saloon, black, radio, heater, 12,000 miles, immaculate; written guarantee.—5, Warren St., W.1. Euston 4110. [8264

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon, maroon, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8408

1937 Series long 20-25 limousine in leather, exceptional condition; £600.—Taylor & Lovn, 2 Rosemont Rd., Hamps'ead, N.W.3. Ham. 3885. [8133

1947 black Armstrong Siddeley Typhoon sports saloon, immaculate condition, chauffeur maintained, loose covers, genuine mileage 19,000.—Box 6557. [8158

145 gns.—Armstrong Siddeley 1935 17hp de luxe 4-door saloon, black, blue leather, preselector, very good condition; terms, exchanges.—Rowland Smith, below.

750 gns.—Armstrong Siddeley May, 1946 Hurricane foursome drop head coupe, light blue, fawn leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8652

1947 (October) Armstrong Hurricane drop head, low mileage, faultless condition; £925 or near offer.—Harold R. Hills Garage, 3-5, Ennismore Mews, S.W.7. Kensington 4020. [8454

£625—Armstrong 30hp limousine, long chassis, absolutely immaculate throughout, see to appreciate.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8789

1949 Armstrong Siddeley Hurricane foursome coupe, black, brown leather, chauffeur-kept, immaculate condition throughout, one owner.—Pea's Hurtis Hill House, Crowborough. [8807

ARMSTRONG SIDDELEY Lancaster saloon, 1947 (August) black with green upholstery, one owner, 9,000 miles only, since new, small car exchange with cash adjustment; £1,175.—Western 1227. [7815

1948 Armstrong Siddeley Lancaster four-door saloon, black with brown upholstery, chauffeur-maintained and driven, synchromesh gearbox; £1,050.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3406. [8608

LIMOUSINES 1939 Series Long-25, exceptional, £680, also 17hp, leather throughout, partition, widest occasionals, black, small mileage, privately owned, £630. Below

7800 authenticated mileage, latest long-17hp partitioned blue leather Limousine, widest occasionals, black, magnificent throughout, reasonable cost, selection from £545. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [8375

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

CASH buyers of low mileage Armstrongs; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3053/4/5.

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 3000. Seven Sisters Rd., Tottenham, N.15. [0188

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0608

Armstrong Siddeley Spares and Service

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Worlt, Hawley Crescent, Camden Town. Tel. Gul. 4141.

AROOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [0235

JOHN BRODRICK Ltd.

100% Armstrong Siddeley service

ONE of the largest stockists in the country, and repairs carried out by Siddeley trained mechanics who are second to none.

ORIGINAL Armstrong Siddeley Depot. Roseville Road, Leeds, 8. Tel. Leeds 20109 [0293

HENLYS Ltd., Cheetham Hill Rd., Manchester, 9, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors for London.

DETAILS of new 2.6-litre available.

1949 2-litre racing saloon, actual car entered and raced at Spa and Le Mans 1949, completely overhauled by makers, reupholstered and recellulosed British racing green, carrying makers' guarantee.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [8340

FRIARY MOTORS, Ltd.,

UNIQUE car offered for sale first time, the one and only "Atom" Prototype Aston Martin; completed 1940, used and maintained solely by works technical representatives; detailed history available; fitted latest type push rod engine, Cotal gearbox, I.F.S. Hypoid axle, Lockheed brakes, patented chassis-less construction, 90 mph, 24 mpg, full set spares available; £895.—Straight Rd., Old Windsor. Tel. Windsor 2002 [8268

ROSE & YOUNG, Ltd., offer 1938 (July) Aston Martin 2-litre short chassis 2-4-seater, exceptional condition, blue; £495.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [7655

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002/3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002/3. [1365

AUSTIN SEVEN

AUSTIN 7 tourer, good condition, insured to March, '51; £85.—39, College Crescent, Hampstead, N.W.3. Fri. 5914. [7460

1938 Austin 7 de luxe saloon, original blue cellulose, blue hide upholstery, mechanically very sound, relined brakes, taxed; £265.

TIMMS MOTORS, Cotinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667. [7704

AUSTIN 7, all original condition, an exceptional car for the year 1931, new tyres, new road springs, mechanically sound all through; £110.

TIMMS MOTORS, Cotinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667. [7705

£235.—1938 Austin 7, good condition.—G. J. Shaffer & Co., Ltd., 120/132, Cricklewood Lane, London, N.W.2. Gladstone 3311. [7604

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

AUSTIN EIGHT

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1947 Austin 8 saloon, colour black, brown leather interior, 4-door, sliding roof, fitted spotlamps, taxed year, car is immaculate; £550.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7350

J. CORYTON, Ltd.

1947 Austin 8 4-door saloon, black with brown upholstery, very clean and mechanically guaranteed.

139-149, Fulham Rd., South Kensington. Ken. 1410. [7662

DICKS CAR SALES offer:—

1947 Austin 8 saloon, registered October, really as new; £595.—Below.

1946 Austin 8 saloon, one owner, late property vehicle inspector; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [7367

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8 saloon, black with brown leather upholstery, 16,000 miles; £590.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [8254

369gns.—1945 Austin 8 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [8758

1947 Austin 8 saloon, 16,000 miles, one owner, excellent order throughout; £575.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [8468

1947 Austin 8 4-door saloon, black, brown leather, one owner, as new, any exam.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [7963

NAYLOR & ROOT, Ltd.—1947 Austin 8 saloon, black, brown hide, very carefully maintained throughout, any trial; £565.—25, East Hill, Clapham Junction, S.W.18. Batt 5272. Open 9-6 each week-day, including Saturday. [8727

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 10 1947 saloon, radio, 13,000 miles; £745.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8221

ROUNDABOUT offer:—

1940 Austin 10hp saloon, very nice condition; £450.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [8471

SIMPSON'S MOTORS offer:—

1940 Austin 10 4-door saloon, genuine motor car, exceptional condition; £440.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [8550

CLANFIELD LAWRENCE offer:—

1947 Austin 10 saloon, black, brown leather; £685.—Below.

1939 Austin 10 saloon, in exceptionally nice condition; £450.—407, High Rd., N.12. Finchley 0091. [7943

1947 Austin 10, one owner; £675.—White Walls, Central Drive, Elmer, Bognor. [7891

1947 Austin 10 saloon, black, speedometer, 22,000, excellent condition throughout; £695.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. G'a. 2254. [7964

1940 Austin 10 saloon, excellent order throughout; £495.—Haskins, Ladbroke 1155. [8285

AUSTIN 10 1946, black, brown leather, carefully used and maintained, private sale offered at £675.—Box 6214. [6992

1946 Austin 10, one owner, black, brown leather, exceptional condition; £575; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [8570

269gns.—1937 Austin 10 Cambridge de luxe saloon, superb condition.—Autosnips, 5, Balham High Rd., Balham 1509. [8756

1937 Austin 10 Cambridge de luxe saloon, taxed, exceptional condition; £385.—348, King St., Hammersmith. Riverside 2837/8. [8716

1940 Austin 10 saloon, very good condition throughout; £445.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [8189

£625.—1946 (Aug.) Austin 10 de luxe sal, mist green, fitted radio, low mileage, one careful owner, in showroom condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [7679

£595.—1946 (Aug.) Austin 10 de luxe sal., mist green, fitted radio, low mileage, one careful owner, in showroom condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [8752

GATEHOUSE offer 1937 Austin 10 open road tourer, mechanically sound; £350.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444.

1939 Austin 10 saloon, black, in excellent condition throughout, any trial, bargain; £395.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5875

1937 (late) 4 doors sliding roof, special Bedford cord interior, extremely clean, practically unworn, chromium, cellulose excellent, 6,000 miles since complete overhaul, good tyres, exceptional car; £345.—Collins, Richmond 2636. [7139

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2775

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons Lord St., Southport. Tel. 2268. [0785

AUSTIN 10 wanted, not earlier than 1935.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [7244

1939-1949 Austin 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464 [4917

WANTED at once, 1939 Austin 10 drop head coupe, must be in perfect condition.—Priscott's Garage, Minehead, Somerset. Tel. Minehead 495. [6981

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Austin A40 saloon, first registered December, colour grey, beige leather upholstery, fitted with heater, mileage 11,000, car is in perfect condition; £895.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7346

CAR MART, Ltd.

LONDON Distributors.

AUSTIN A40 1949 Devon saloon, radio and heater, 8,000 miles; £925.

AUSTIN A40 1948 Dorset saloon, sliding head, heater, 16,000 miles; £825.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8220

COLINDALE SERVICE STATION offer:

1949 Austin A40 Dorset, very low mileage, one owner, heater, as new; £875.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [8010

SIMPSON'S MOTORS offer:—

1949 Austin A40 4-door, mileage 7,000, very good condition; £865.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [8547

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A40 saloon, blue with blue upholstery, 5,000 miles; £915.

1949 Austin A40 saloon, green with beige upholstery, 5,000 miles; £915.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [8255

WADDINGTON MOTORS, Ltd., offer:—

1948 (October) Austin A40 Dorset saloon, fitted with H.M.V. radio and heater, taxed year, excellent condition; £795.—Fortune Green Rd., N.W.6. Ham. 2211. [7264

1948 Austin A40 Dorset saloon, mist green, low mileage, recommended; £825.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. G'a. 2254. [7965

1949 Devon saloon, grey, heater, small mileage; £865.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [8356

1948 Austin Devon saloon, mist green, fitted heater, low mileage; £825.—Pantiles Service Garage, London Rd., Guildford 5326 [7699

1948 Austin A40 4-door saloon, fitted radio, heater, 24,000 miles; £815.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [8589

1949 Austin A40, mist green, fitted heater, as new; £895.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking. Tel. 1282. [8194

1949 Austin A40 4-door sun saloon, heater, 10,000 miles; £875; trade supplied.—Allery & Bernard, Ltd., 372, King's Rd., S.W.3. Fla. 7345. [7960

1949 Austin A40 Devon saloon, colour mist green, condition immaculate, taxed, £840.—Anstey's, Ltd., Stone St., Maidstone. Telephone 4272 (3 lines). [8623

1949 July Austin A40 Devon saloon, radio, heater, carefully maintained car; £875.—Humphry, St. Ives, Clifton Rd., Worthing. [8541

545gns.—Austin A40, August 1949, pick-up truck, maroon, unlettered, one careful owner, genuine 9,950 miles, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8671

Austin A40 Cars Wanted

THE CAR MART Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

C.S. [0957

THE Austin A40 buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5724

A 40 car wanted.—Mac, 12, Brambledown Rd., Wallington Surrey.—6397. [7389

WE are requiring A40 Devons.—Brown & Mallalieu, Ltd., Blackpool. Tel. 22322. [6191

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SELL your A40 to us; all Austin models urgently wanted.—Offord, 67, George St., W.1. Wel. 6899.

WANTED, Austin A40, covenant free, low mileage.—Herbert Robinson, Limited, Regent St., Cambridge.

CASH buyers of low mileage Austin A40s; distance no object.—Hattons Lord St., Southport. Tel. 2268 [8564

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

AUSTIN TWELVE

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 12 1947 saloon, 6 months' guarantee; £850.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8222

1947 Austin 12, blue/brown leather, 17,000 miles, H.M.V radio, practically as new throughout.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8529

1939 Austin 12hp saloon, recellulosed, taxed year; £395.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [8253

1939 Austin 12 saloon, very sound and clean; £350.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8444

1947 Austin 12 saloon, black, brown leather, 22,000 miles, taxed, as new; £765.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [8482

£395.—1939 Austin 12/4 de luxe saloon, black, clean condition, one private owner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8787

1934 model 12hp saloon, maroon/brown, low mileage, excellent condition for year; £215.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [8357

1940 Austin 12 saloon, black brown, excellent original condition, identical to post-war model; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [7666

1947 Austin 12/4 de luxe saloon, black with leather interior whole vehicle in superb order and offered with immediate delivery; taxed and insured; free delivery; terms; exchanges; £725.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 4212. [8592

Austin Twelve Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

WANTED 1947-8 Austin 12hp saloon.—Herbert Robinson, Limited, Regent St., Cambridge. [8565

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St. Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN FOURTEEN

1939 Austin 14 Goodwood saloon de luxe, black with maroon upholstery, tyres and mechanical condition excellent, body resprayed; £395.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [8809

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 16 1949 saloon, 12,000 miles; £965.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8224

KING'S AUTOS offer:—

1938 Austin 16 4-door de luxe sun saloon, just resprayed maroon with natural hide upholstery, 5 new tyres, an immaculate car in splendid condition; £340, or £110 deposit.

PLEASE telephone your enquiry.

ANY car, motor cycle or van taken in part exchange.

KING'S Autos. King's Autos. King's Autos.

725—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.

OPEN week-days 9 a.m. to 7 p.m. [8780

DICKS CAR SALES offer:—

1946 (December) Austin 16 saloon, one owner, really as new; £725.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8798

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.

1948 Austin 16 saloon de luxe, low mileage, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [8461

1948 Austin 16, small mileage, unmarked, radio.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8530

1949 Austin 16 saloon, blue, brown leather, 8,000 miles only; £1,050.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8801

1936 Austin 16 limousine in very nice condition throughout, one owner since new; £345.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [8279

FOR Sale, Austin 16, 1946, 18,000 miles only, excellent condition; best offer over £750.—Tel. Pri. 1718. [8063

AUSTIN 16hp 1936, perfect condition; £220, real bargain.—194, Peckham Rye, S.E.22. New X 4232. [8820

1935 Model 16 saloon, good clean condition, discs, black; £200.—6, Coombe Corner, N.21. Pal. 7861/2550. [8718

1947 Austin 16hp saloon de luxe, black/brown leather, radio and heater, one owner, guaranteed; £898.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8245

1947 (June), under 10,000 miles, one owner, black, brown upholstery.—"Hatherwood," Heswall, Cheshire, 2692. [8632

1947 Austin 16, low mileage, one owner, excellent condition; £895.—Bowen, Hillside Garage, Edgware Tel. Edgware 4464-5. [5487

1948 Austin 16 saloon, Portland grey with brown leather upholstery, one owner, 14,000 miles indistinguishable from new; £925.

HUNGERFORD MOTORS, Ltd., 301-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [8024

1949 Austin 16 Countryman, 12,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8327

1936 Austin Big 16 de luxe saloon, taxed, guaranteed; £295; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [8574

1948 (July) 16 Austin sal., 9,000 miles, 1 owner, radio, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8181

1948 (August) Austin 16 sun saloon, black, 10,000 miles; £950.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [7395

1948 Austin 16hp saloon, blue, brown leather, one owner; £885.—Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441.

CASS'S MOTOR MART.—1946 (Sept.) Austin 16 saloon, black, 22,000 miles, one owner, immaculate, written guarantee.—5, Warren St., W.1. Euston 3523.

1934 16hp saloon, maroon-black, small mileage, exceptional condition for year; £245.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8345

£425.—1939 Austin 16 Goodwood cabriolet, one private owner, new engine, tyres, etc.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8793

1947 (July) Austin 16 4-door de luxe saloon, small mileage, fitted heater, taxed year; £850.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [8252

1947 16hp saloon, black/brown hide upholstery, low mileage, heater, exceptional condition; £875.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [8358

POST-WAR Austin 16, almost unmarked inside and out, speedometer reading 10,000 odd; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7979

1946 (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8926

1949 Austin 16, 10,000 miles, black, brown leather, heater, condition as new; £995.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [8739

1947 (June) Austin 16 de luxe saloon, finished black, brown leather upholstery, H.M.V. radio, discs; a really immaculate car offered with written guarantee; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [8759

1949 (April) Austin 16, 2-tone green, 10,000 miles, all leather; £945.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and Mai. 2873. [7944

1948 Austin 16, black, brown leather, genuine 16,000 miles, all leather; £845.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and Mai. 2873. [7945

295 gns.—Austin 16 1934, York 7-seater saloon, black, leather upholstery, face-forward occasional seats, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8653

Austin Sixteen Cars Wanted

T

H

E

CAR MART Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212 [0955

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268

POST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

AUSTIN 16 wanted, in good condition.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [8013

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0922

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

AUSTIN A70 1949 saloon, 12,000 miles; £1,150.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8223

ACLAND & TABOR, Ltd., offer:—

1949 Austin A70 saloon, radio, heater, many extras, speedo 8,000 miles; £1,250.

APPLY Welwyn 481. [8683

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A70, green, 6,000 miles, radio, seat covers, perfect.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8097

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A70 Hampshire saloon, grey with grey leather and cloth upholstery, 5,000 miles; £1,175.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [8257

WARWICK WRIGHT, Ltd., offer:—

1949 Austin A70 Hampshire saloon, black, brown leather and cloth, 9,000 miles; £1,275.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8501

McKINNON MOTORS, Ltd., offer:—

1949 (July) Austin A70 Hampshire saloon de luxe, black, brown hide front seats, brown hide/cloth rear, built-in radio, heater, sliding roof, one owner, mileage 4,500; £1,245. Trade enquiries welcomed; write for complete list of post-war used cars in stock.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey Established 1906 Tel. Wallington 3404. [8066

CHARLES RICKARDS Ltd., the house of standing and repute.

1949 (June) Austin A70 Hampshire saloon, one owner, 5,000 miles, in every respect absolutely as new; £1,175.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [8138

AUSTIN EIGHTEEN

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 18 1937 York long chassis saloon, 6 months' guarantee; £675.

AUSTIN 18 1936 York long chassis saloon; £615.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8225

1937 York 7-passenger saloon, one private owner, immaculate blue, blue leather.

IVER 7-passenger limousine, division, forward seats, one private owner only, recorded mileage, black, leather throughout, superlative mechanical condition; convenient hire purchase terms.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [8007

1936/7 Austin 18 long chassis 7-seater, in new condition, a really magnificent hire car, just wants seeing; £460.—Jolly, Princes St., Ulverston. Tel. 2238. [8077

£535.—Austin 18, 1937 Chalfont full 7-seater limousine, bodywork literally new, most excellent chassis, carefully used and maintained, ideal for hire.—Lambs of Wood Green, Finchley Show Rooms, 421, High Rd. N.12. Finchley 6221. [8774

365 gns.—Austin 18 August, 1937, Hertford 4-door saloon, black, sliding head brown leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8654

£435.—Seven-seater Austin 18hp long chassis model, 1937, privately owned since new, never licensed Hackney, original dark blue finish with most attractive grey leather, upholstery front and rear; a genuine bargain at the price; 31 other 7-seaters in stock at

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page catalogue of nearly 400 fully guaranteed used cars. Easy and confidential hire purchase facilities; part exchanges; free delivery. Showrooms open till 8 p.m. Mon.-Sat. inclusive. [8494

A & S Offer selected quality carriages—(not cheap and doubtful variety) inspection invited:—

SEVEN SEATERS 1937/1938/1939 Saloons and partitioned Limousines, excellent condition, leather throughout, black, certified mechanically. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [8374

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St (Hampstead Tube). Hampstead 6041 [0924

AUSTIN TWENTY

1937 Austin 20 limousine, 28,000 miles, leather exceptional, newly upholstered.—Taylor & Lown, 2, Rosemont Rd., Hampstead, N.W.3 Ham. 3885. [8134

£845.—1938 Austin 20, Mayfair full 8-seater double enclosed limousine, absolutely immaculate.—Lambs of Wood Green, Finchley Show Rooms, 421, High Rd., N.12. Finchley 6221. [8773

LIMOUSINE 1937 Double Enclosed Mayfair, 7-forward, blue cloth interior, exceptional carriage, also 1935, blue leather, exceptional condition. £435. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [8375

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0925

7 SEATERS Limousine 1937/39, also 28 H.P. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8708

AUSTIN TWENTY-FOUR

1932 Austin 7-seater with division, very clean throughout excellent mechanical condition; £195.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [8704

AUSTIN A125 and A135

CAR MART, Ltd.

LONDON Distributors.

AUSTIN 125 1949 Sheerline saloon, 6,000 miles; £1,750.—Car Mart Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8226

HAROLD RADFORD & Co., Ltd.,

1949 (June) Austin Princess saloon, black and brown leather upholstery, 19,000 miles, one owner, in immaculate condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8271

PHILIP RICKARDS, Ltd., offer:—

1949 Austin Sheerline, black/beige, 12,000 miles, one owner, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8096

WARWICK WRIGHT, Ltd., offer:—

1949 Austin Sheerline saloon, black, brown leather, 7,000 miles; £1,795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8500

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon, black 10,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8407

8500 miles.—1949 (Sept.) Austin Sheerline saloon, black.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [7729

1949 Austin Sheerline, black, unmarked, small mileage, loose covers, immaculate condition; £1,600.—Long, Broad St., Staple Hill, Bristol. [8831

12000 miles.—1949 (Feb.) Austin 125 Sheerline saloon, black.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [8395

Austin A125 and A135 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0353

CYRIL SHEPPARD requires:—

AUSTIN Sheerline.—102, King's Rd., Reading 2712. [7999

AUSTIN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer 1949 Austin A70 saloon in blue with beige leather, genuine 9,000 miles only, in every way equal to new, fitted radio and heater; £1,195.—Below.

TANKARD & SMITH, Ltd., offer 1947 Austin 12 saloon in black with brown leather, moderate mileage only, unmarked in appearance; £825.—Below.

TANKARD & SMITH, Ltd., offer 1949 A40 saloon in grey with beige leather, genuine 14,000 miles only, very attractive car, sun roof; £875.—Below.

TANKARD & SMITH, Ltd., offer 1946 Austin 16 saloon in black with brown leather, moderate mileage only, heater and radio, any trial; £775.—Below.

TANKARD & SMITH, Ltd., offer 1940 Austin 8 4-door saloon in black with brown leather upholstery, very nice condition, good tyres; £410.—Below.

TANKARD & SMITH, Ltd., offer 1939 Austin 10 saloon in black with green leather, good mechanical condition, very attractive car; £425.—Below.

TANKARD & SMITH, Ltd., offer 1939 Austin 12 saloon in black with brown leather upholstery, coachwork and interior very clean, mechanically first class; £450.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [7268

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

£375.—Austin '37-'38, black, coachwork immaculate, grey leather, mech. 100%, perfect, owned by Daimler engineer.—Bri. 1842. [8806

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

CASH immediately for good Austin.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6699

RAWLINGS Bros, Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161 are buyers, all types post-war Austins. [0416

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8310

ALLWEATHER MOTOR Co., High St., Edgware, require 50 Austins; 1935s to 1949s urgently.—Tel. Edg. 3610. [7086

MAGDALEN MOTOR Co., good buyers of Austin cars.—311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575. [7391

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

URGENTLY required, all makes of Austin 10 and 12hp cars.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [8456

CHARLES RICKARDS Ltd., wish to purchase good post-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. [8145

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-2-3. [8151

WE are cash buyers of all Austin post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [6882

1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

AUSTIN 12 or 16, 1947 onwards urgently required to fulfil order from large public company.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Tel. Sloa. 4727.

Austin Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0223

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [0160

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4

IF it's Austin spares, try Sands, the Austin People, Burnham. Buck 84. [0305

FOR Austin mudguards running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382

AUSTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. [6805

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop 2832, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0205

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, rear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

PBL LTD.

1935 3½-litre Bentley Park Ward sports saloon.

1934 3½-litre Bentley Mann Egerton sports saloon.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477/8. [7606

CM

CAR MART, Ltd.

BENTLEY 1948 (Nov.) 4¼-litre steel saloon, 8,000 miles; £4,275.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8227

BENTLEY 4¼ 1937-8 saloon.—22-24, Gt. Brook St., Birmingham, 7. Ast 3364. [7078

JB

JACK BARCLAY, LIMITED,

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

FOX.

OFFICIALLY appointed retailers of Rolls-Royce chassis, officially appointed retailers of Bentley chassis, special retailers of H. J. Mulliner coachwork, offer a selection of used Mark VI standard steel saloons.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687.

FOX. [8676

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley specialists.

1948 Mark VI standard saloon, black with air force blue leather.

1948 Mark VI standard saloon, pearl grey with blue leather.

1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather.

1935 3½-litre 4-door sports saloon by Park Ward.

1934 3½-litre 4-door sports saloon by Park Ward, black with green leather.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

BROWN'S for Bentley.

1937 Bentley 4¼-litre Mayfair saloon de luxe, immaculate condition; £1,495.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7582

DICKS CAR SALES offer:—

1937 Bentley 4¼ drop head coupe, positively unmarked, Rolls record; £1,495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [7369

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers,

OFFER:—

MARK VI Bentley Standard saloon, finished mistletoe green with beige leather, 26,000 miles, first registered August, 1949.

MARK VI Bentley Standard saloon, finished black with red leather, 16,800 miles, first registered May, 1949.

MARK VI Bentley Standard saloon, finished black with brown leather, 32,000 miles, first registered January, 1948.

4¼-litre Bentley foursome drop head coupe by Park Ward, first registered 1937, £10 tax.

DETAILS of new and used Bentley cars for reasonable delivery on application.

AUDLEY House,

NORTH Audley St., W.1 Mayfair 5242. [7468

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1949 (April) Bentley Mark VI, chassis B.376.DA, fitted with Countryman Town and Country saloon body with folding rear seats, finished in natural polished mahogany and grey cellulose, with blue leather upholstery, mileage 9,000 only.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

SWANMORE CAR SALES offer:—

1936 Bentley 3½-litre 4-door saloon by Van den Plas, excellent history, magnificent car; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1937 Bentley 4¼ semi-razor-edge 4-door close-coupled saloon, complete engine overhaul by Bentley specialists, immaculate condition; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1938 Bentley 4¼ Park Ward saloon, very exceptional specimen car; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [8421

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 June Bentley Mark VI, H. V. Mulliner, Continental 4-door sports saloon.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8520

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1947 Bentley Mk. VI standard steel saloon, black, dark blue leather, one owner, at present undergoing pre-sale checkover.

18, Berkeley St., W.1. May. 6366.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8433

BENTLEY 3½-litre 4S sports saloon by Park Ward, 1935; £975.—Chas. Attwood, Ltd., Salop St., Wolverhampton 20634. [7871

1937 Bentley 4¼ Park Ward 4-door saloon; £1,475.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8109

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4970

4¼ Bentley, 1937, Park Ward razor-edge saloon, black, with wireless, in exceptional condition; £1,875.—F. H. Moss (Garages), Ltd., Park St., Luton 1792. [8060

BENTLEY 1934 3½-litre, recently overhauled by Bentley works and coachbuilders at a cost of £850, no expense spared, immaculate condition; £1,600.—Box 6465. [7912

1934 3½-litre Rolls-Bentley saloon, body by Barker, recently checked over by Bentley agents; £895.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [7365

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H. R. OWEN, Ltd.,

17, Berkeley St.,

GREAT Britain's Leading Specialists in Rolls-Royce and Bentley Cars.

PROUD Members of the Swain Group.

A NATIONAL Motoring Organization.

1938 Bentley 4¼-litre sports saloon (SR) by Park Ward, in black and maroon with beige hide upholstery.—Ref. H.5164.

1947 Bentley Mark VI standard steel saloon (SR) by Bentley Motors in grey with grey hide upholstery; this car is fitted with loose covers, rear wing fairings and over-riders, front and rear, all 1949 modifications incorporated.—Ref. H.5216.

1949 Bentley Mark VI standard steel saloon (SR) by Bentley Motors in dark metallic grey with light grey hide upholstery.—Ref. H.5196.

1949 Bentley Mark VI standard steel saloon (SR) by Bentley Motors in maroon with beige hide upholstery; this car is fitted with bonnet and petrol filler locks, all 1950 modifications.—Ref. H.5218S.

ALL cars carry our unique six months' guarantee. Please write or phone for details to:—

H. R. OWEN, Ltd.,

17, Berkeley St.,

LONDON, W.1.

TEL. Mayfair 9060 (10 lines). [8175

19000 miles.—1948 (April) Bentley Mark VI Standard steel saloon, mistletoe green.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [8389

ROLLS-BENTLEY 3½-litre 4-door saloon, in excellent order, beautifully maintained, 2 owners, taxed year; £950.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. [8151

1936 4¼ pillarless owner driver saloon by Vanden Plas, one titled owner, an exceptional car, almost faultless.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [8006

1936 (Nov.) 4¼-litre Bentley 4-door Thrupp & Maberly sunshine saloon, radio, exceptional condition, very attractive.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [7279

1935 3½-litre all-weather 4-seater coupe by James Young, one owner until 1950, Ace discs, tyres excellent, exceptionally pretty car; £1,250.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642.

1937 Bentley 4¼-litre H. J. Mulliner 4-door Sports black Saloon, leather upholstery, capacious boot, original owner, 41,000, exceptionally attractive, delightful condition. Alpe, Providence Court, Grosvenor Square. 2941-Mayfair. [8376

1937 Bentley 4¼ sports saloon by Park Ward, mileage 67,000 only, £300 spent on this car with Bentley agents in July 1950, immaculate condition throughout; £1,595.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [8753

1937 (June) 4¼-litre saloon by Thrupp and Maberly, engine and chassis recently reconditioned by makers, whole car in really excellent condition, black with blue hide; £1,650.—Ferrington & Clews, Ltd., 307, Walsall Rd., Birmingham. [6781

1936 4¼ Park Ward Bentley saloon, finished in green with disc wheels, in very good condition; £1,500.—Offered by Clarke's of Pirbright, officially appointed retailers and repairers of Rolls-Royce and Bentley cars. Tel. Brookwood 2201-2202. [8103

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., S.W.1, offer advice on the purchase of new and second-hand cars, and will be very pleased to show customers round their factory at Western Ave., Acton, W.3. Official Rolls-Royce and Bentley retailers.

1935 Series, chassis type B.C.R., Bentley 3½-litre saloon with Hooper coachwork; this has been the personal property of our managing director for the past four years, and is in really first-class mechanical condition; the 4-door body, finished in champagne and black, is modern in line and most attractive, taxed to December and on new oversize tyres here is a car to offer years of delightful carefree motoring; at £1,475 this Bentley is more expensive than some, but well worth the little extra; exchanges considered; full particulars from.—The Shires Motor Co., Ltd., Banbury. Tel. 2455.

BENTLEY (other than 3½ & 4¼-litre)

BENTLEY 1929 4½ V.D.P., 3 owners, original condition throughout; £450; personal reasons for selling.—Dove, 93, Wodlwich Rd., S.E.2. [6829

ROLLS-BENTLEY 1937 4¼-litre Park Ward saloon, new engine completely overhauled recently at great cost, superb condition, low mileage; £1,450, or would take first-class shooting brake or Land Rover in part exchange.—Box 6200. [6934

H. KEMP-PLACE offers his 4½-litre Bentley special short chassis 2-str., completely rebuilt, modified and lowered 1948, D box, 3.5 axle, meticulously maintained, one of the fastest and most handsome of Bentleys.—Evergreen Service Station, Stanway, Colchester 2600. [7669

LE MANS team car, 4½-litre YV7263, No. 3 in 1928 Le Mans, No. 11 in '29—plus a wonderful record in classic events; this magnificent thoroughbred is regretfully offered for sale; new 18in Rudge wheels, Zeiss headlamps, twin Scintillas, etc.; perfectly maintained by a (now) very sad enthusiast, £675.Millar, 25, Gloucester Ave., N.W.1. Gul. 3287. [8163

1933 Bentley 4-litre (26hp) 4-door sports saloon, in superlative order throughout, all new tyres, batteries, ride control, etc.; this rare model made by Rolls was the forerunner of the Rolls-Bentley and at the price of £495 represents unbeatable value and will give years of trouble-free, high-performance motoring.—B.S.P., Ltd., 447, Waterloo Rd., Blackpool. Tel. 65253. [8625

APRIL 1932 4¼ Bentley, fitted recently with modern drop head foursome coachwork, almost the last Bentley made by the old company, grey with grey mohair hood, everything spotless, mechanically beyond criticism, extensively chromium plated, Marechal lamps, plate clutch, vertical S.U.s, musical horns, the finest closed Bentley we have ever seen; very low price.—Speedsters, Ltd., Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [7826

Bentley Cars Wanted

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THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

ABENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.—R. S. MEAD, 42, Queen St., Maidenhead. Tel. 2642. [7813

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.—J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

CYRIL SHEPPARD requires:—

BENTLEYS, 1938-9.—102, King's Rd., Reading 2712.

CASH immediately for good Bentley.—H. P. Edwards, 28, Upper High St., Epsom 9400. [8695

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube) Ham 6041.

PARK GARAGE (MOLESEY), Ltd., wish to purchase all types of Bentley cars.—Hampton Court Way, Molesey. Tel. 4371. [8204

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [7458

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, 12, Wellesley Ave., W.6. Riv. 1413. [8363

WANTED for personal use from private owner, used Mark VI Bentley standard saloon, 4¼-litre, mileage up to 20,000, send offers with particulars including colour, mileage and general condition.—Box 6539. [8154

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd. Merton, S.W.19. Liberty 7222 (8 lines). [0624

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

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SPARE parts

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

W. M. COUPER, Ltd., Catherine St., St. Albans 4343

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models, servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 2301-2. [6393

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New King's Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0447

B.M.W.

1936 B.M.W. (1st Regd. '37) 2-seater drop head coupe; £475.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8108

B.M.W. Cars Wanted

D.C.S.

THE B.M.W. buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5725

BOND MINICAR

1949 Bond 3-wheeler, blue, very low mileage; £240.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8560

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UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

A.F.N., Ltd., offer:—

1949 (July) Bristol 400 saloon, royal blue (new cellulose), beige leather, 7,000 miles.

ALL Bristol cars offered by us are subject to expert examination and rectification before resale.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [7962

ACLAND & TABOR, Ltd., offer:—

1949 Bristol Type 400 saloon, dark blue with beige leather, small mileage, new condition, radio; £1,825.

1949 (Oct., 1948) Bristol Type 400 saloon, just passed by makers, light blue, beige leather, radio; £1,825.

APPLY Welwyn 481.

[8681

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

BRISTOL all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

1949 type 400, mileage 10,000, immaculate, supplied and maintained by us.

ANTHONY CROOK MOTORS Town End, Caterham Hill, Surrey. Tel. 466. [5886

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296

Bristol Cars Wanted

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex [4580

British Saloon Spares and Service

COMPLETE overhauls, repairs, service and spares for British Saloon cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185. [0245

B.S.A.

£348.—B.S.A. 1939 10hp Scout sports two-seater, original condition, very attractive, small mileage; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (Sundays, Holland Park Tube). [8087

£316.—1940 B.S.A. sports 2-seater, mechanically perfect.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tel. 4162. [8270

1935 12hp saloon, maroon and black, exceptional condition; £250.—H. A. Saunders Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8346

295 gns.—B.S.A. Scout 1939 model 10hp Series 6 sports 2-seater, metallic blue, blue leather, very good condition, year's tax; terms, exchanges.—Rowland Smith, below.

185 gns.—B.S.A. Scout (Sept., 1936) 10hp Series 3 sports 4-seater, red, new hood and sidescreens, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7924

B.S.A. Cars Wanted

ROWLAND SMITH'S the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialist, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W 6. Maida Vale 6044 (10 lines). [8135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0144

SPARE parts for 10hp and 12.6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

CONTINENTAL CARS, Ltd., offer:—

BUGATTI type 55, original body, perfect condition, one owner last 10 years; £1,250.

PORTSMOUTH Rd., Send, Surrey. Ripley 3122/3. [7541

VARIOUS Bugatti models for sale. Also interested in buying.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8834

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

KING'S AUTOS offer:—

1947 Buick Roadmaster saloon, this car has had two owners with a total mileage of only 24,000, in immaculate condition throughout, with many extras, free demonstration within 50 miles of London; this car has been converted to R.H.D.

PLEASE telephone your enquiry.

ANY car, motor cycle or van taken in part exchange.

KING'S Autos. King's Autos. King's Autos.

725—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.

OPEN week-days 9 a.m. to 7 p.m. [8782

1937 Buick saloon, H.M.V. radio.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8527

LIMOUSINES.—Roomy 8-seaters, not ex-hire, from £450.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7270

£345.—Buick 1937 31hp saloon, hide upholstery, radio, immaculate throughout.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8719

GORDON CARS (LONDON), Ltd.—1947 Buick 51hp saloon, grey, R.H. drive, 9,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8409

1950.—Buick 4-dr. saloon, in grey, 5,000 miles, radio, heater, etc., latest type with lamps in overiders.—Syd Abrams, Ltd. Bro. 2254/4. [5590

BUICK 1936 drop head coupe by Carlton, radio and heater, well maintained by owner since 1938; £300.—Hayes, 63, St. Thomas St., Bristol. Tel. 24376. [8292

1947 (November) Buick 51, right-hand drive, 8,000 miles only; £2,850.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8106

1948 Buick 31hp convertible cabriolet, with electric hood, 15,000 miles only, showroom condition; £2,150.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8446

LIMOUSINE 1938 Pullman, partition, 8-seater, black, immaculate order. £895. Below

LIMOUSINES 1937 Double Enclosed, widest occasionals, black, delightful condition, selection—£695. Seen:—ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [8577

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [7994

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8570

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

1947 Cadillac saloon, radio superb order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8526

CADILLAC V.8 saloon, in excellent mechanical condition, coachwork and upholstery unmarked, engine, steering and suspension recently overhauled, maintained regardless of cost, new tyres all round, two spare wheels; £600.—Box 6406. [7229

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

1938 or 1939 Cadillac 60 special or drop head wanted.—Carding, 49 Worcester St., Wolverhampton. Tel. 20189. [8297

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

OVERSEAS CARS, Ltd.

1947 Chevrolet Fleetmaster saloon, maroon, left-hand drive; £950.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [8477

DICKS CAR SALES offer:—

1948 Chevrolet 30hp saloon, 19,000 miles only, really as new; £1,350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [7371

SIMPSON'S MOTORS offer:—

1949 first registered Chevrolet, maroon, convertible, electrically operated hood (new), radio, heater, loose seat covers, beautiful condition, genuine post-war car.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [8552

SIMPSON'S MOTORS offer:—

1949 first registered 2-door Chevrolet Aero sedan, exceptional post-war car, fully streamlined, immaculate coachwork and interior.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [8544

1948¾ Chevrolet Fleetmaster 4-door saloon, 20,000, unmarked; £1,400.—Write BCM/NZA, London, W.C.1. [8565

CHEVROLET Fleetmaster, excellent condition, 23,000 miles, registered August, 1947; £1,075.—Stadium Autos, 178, New Barn St., E.13. Alb. 5366. [7261

CHEVROLET Fleetmaster de luxe saloon, latest type, 1950 series, unquestionable condition throughout.—Autowork (Winchester), Ltd. Tel. Winchester 4834-5406. [8197

1939 Chevrolet Master 6 fixed head coupe; with occasional seats, coachwork unmarked; £525.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [4403

W. J. REYNOLDS (MOTORS), Ltd., Main Ford & Fordson Distributors, have pleasure offering from our huge stock of used cars of all types, a Chevrolet fixed head four-seater coupe 1939 30hp, this car has just been recellulosed and rechromed where necessary, and is a most attractive car; £500.—Ford House, New Rd., Dagenham. Tel. Rainham 770 (8 lines). [6728

Chevrolet Cars Wanted

D.C.S.

THE Chevrolet buyers

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [8797

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8321

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only.—Distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8332

CHRYSLER

£175.—1935 Chrysler Kew 20hp, exceptional condition, any examination.—A.Z Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [8567

CHRYSLER Royal saloon 27hp, first registered Feb. '39, black, with brown leather, nearly new tyres, taxed, radio, any trial, terms; £450.—St. George's Garage, 250, Brompton Rd., S. Kensington. Ken. 0061. [8558

FIRST registered 1948, Plymouth Chrysler right-hand drive, upholstery leather and cloth, leather roof lining, wireless, 24hp, maroon, £10 tax, late design front, in nice condition, mechanically sound; price £1,125.—R. Walker, Windover, Mortlake Crescent, Chester. Tel. 21959. [6639

Chrysler Cars Wanted

D.C.S.

THE Chrysler buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [8796

CASH immediately for good Chrysler.—H. P. Edwards, 28, Upper High St., Epsom 9400. [8696

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CHRYSLER cars wanted, 1939 onwards.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [0564

7 SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8700

Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 6141. [0018

CHRYSLER Specialists, repairs, spares exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254.

CITROEN

H.W. MOTORS, Ltd., offer:—

1949 Light 15 saloon de luxe, black, red upholstery, 8,200 miles; £1,100.

H.W. MOTORS, Ltd. Walton-on-Thames 783 and 1437. [7878

KENTISH & THOMSON offer:—

1947 (January) Citroen Light 15 saloon, black, cream wheels, loose covers, etc., a genuine French right-hand drive model in unusually fine order throughout.

1946 (May) Citroen Light 15 saloon, black, brown leather, sliding head, one particularly fastidious owner since new.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 5477-8. [7696

CHARLES FOLLETT, Ltd., offer:—

1946 (Dec.) Citroen Light 15 saloon, gunmetal, maroon leather, sun roof, very good condition throughout, guaranteed; £750.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [7834

AOLAND & TABOR, Ltd., offer:—

1948 Citroen Light Fifteen, speedo, 15,000 miles, maroon; £925.

APPLY Welwyn 481. [8682

ACE SERVICE STATION (LONDON), Ltd.

1948 Citroen Light 15 saloon, colour maroon; £895.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [8601

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [5589

JOHN S. TRUSCOTT, Ltd., for post-war Citroens. Only first-class examples are offered.

EXCHANGES, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [8399

CITROEN, Aug. 1949, 1,700 miles; £975.—Commdr. Knight, Queen's Rd., Waterlooville, Hants. [8637

1948 15hp Citroen saloon; £925.—Offered by Clarke's of Pirbright. Tel. Brookwood 2201-2202. [8105

4200 miles.—A 1949 Light Fifteen Citroen saloon with sun roof; painted black and upholstered in beige leather.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [8115

1947 (late) Citroen 15 saloon de luxe, black with red leather interior, 26,000 miles, radio and hosts of extras costing over £90, believed to be one of the finest offered, fully guaranteed; £825; exchanges, terms.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 4212. [8590

325 gns.—Citroen 12 May, 1937 de luxe 4-door saloon, maroon, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8655

£535.—Citroen sports roadster model, 2 careful owners have maintained this vehicle perfectly, whole vehicle immaculate, looks as though it has just left the 1940 Motor Show, tremendous performance with economy, would suit fastidious film star. —Lambs of Wood Green, Finchley Show Rooms, 421, High Rd., N.12. Finchley 6221. [8769

£445!—Citroen Light 15 short chassis saloon de luxe, 1939, genuine one owner car, sunshine roof model with real leather upholstery, coachwork nicely finished in dark blue, interior neat and tidy, whole car definitely in good condition for the year, especially mechanically, with performance quite up to the standard for which this model is so justly famous; outstanding value for money.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars; easy and confidential hire purchase facilities; part exchanges; free delivery; showrooms open till 8 p.m. Mon.-Sat. inclusive. [8497

Citroen Cars Wanted

D.C.S.

THE Citroen buyers

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [8795

C. G. NORMAN & Co.,

CITROEN Sole distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

WANTED privately, post-war Citroen.—14, Wood Lea, Lydgate, Todmorden. [6983

I REQUIRE post-war Citroen urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [3805

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Citroen.—H. F. Edwards, 154, Great Titchfield St., W.1. Langham 0012. [8689

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [8404

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

Citroen Spares and Service

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 7611-6. [0756

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams. Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains 48-hr. service [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29-30, Elvaston Mews, S. Kensington, S.W.7. Western 6974.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd. Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow. 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr; all spares stocked. [7879

DAIMLER

CAR MART, Ltd.

DAIMLER 1949 2½-litre coupe by Barker, 8,000 miles; £1,825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8228

OVERSEAS CARS, Ltd.

1934 20 Daimler limousine, maroon, two-owner car, in really excellent condition, very small mileage; £550.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [8475

HAROLD RADFORD & Co., Ltd.,

1948 (July) Daimler 2½-litre two-door drop head coupe, finished in black with red leather upholstery, heater and demister, one owner, 21,000 miles, in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Daimler 27hp Freestone & Webb, owner-driver saloon, 5,000 miles; £2,550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8522

STRATSTONE, Ltd., Daimler Specialists offer:—

1947 Daimler 2½-litre saloon, radio, very well maintained; £1,375.

1939 Daimler 20hp saloon, black with brown leather, one owner, 32,000 miles only, excellent condition; £825.

1937 Daimler 17hp saloon, green with green leather, most attractive throughout; £495.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [8192

1936 Daimler 20, one owner, chauffeur-driven and maintained, 35,000 miles; £650.—Armitstead, 45, Lexden Rd., Colchester. [7893

DAIMLER 1940 2½-litre black saloon, one owner, good condition; £525.—Dunnett, 26, Ashleigh Rd., Solihull, Warwickshire. Solihull 2536. [7894

1949 Daimler 2½-litre saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8329

GATEHOUSE offers 1936 Daimler 26hp Mulliner sports saloon; £595.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [8579

1938 Daimler 4½-litre Straight 8 Hooper limousine, first registered 1948, £10 tax.—J. B. Tanebourne, 30, Wilton Row, S.W.1. Sloane 4665. [6135

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1937 Daimler Straight Eight 3½-litre, coachwork by Van den Plas, extremely good condition, not licensed during war; best offer over £875.—Tel. Derby 2559. [8300

ROSE & YOUNG, Ltd., offer 1936 model Daimler 20 saloon, black blue leather; £325.—65-69, Streatham Hill S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [7656

1938 (model) Daimler saloon 16.2hp, 24 mpg, two-tone, grey, blue upholstery, in amazing condition; £695; any trial.—Kingston Garage, Springhead, Anlaby, near Hull. Tel. 48882. [7436

1949 modification 36hp Daimler, 9,000 miles, Hooper razor edged saloon, electric division, black/blue leather, radio and every luxury, magnificent motor car.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [7686

NAYLOR & ROOT, Ltd.—1939 Daimler 2½-litre saloon, black, blue leather, superb condition, thoroughly recommended; £795.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each weekday, including Saturday. [8728

1949 Daimler 2½-litre saloon D.B. 18, black with brown leather upholstery, fitted disc wheels, very low mileage, in perfect order, privately owned, one driver; a real snip going to first applicant at £1,750.—Apply immediately Deric S. Scott, 121, Haviland Rd., Bournemouth. Tel. Boscombe 34311. [8640

LIMOUSINES 1938/24/EL Double Enclosed, widest occasionals, black, exceptional order, reasonable cost.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [8378

Daimler Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8313

LIMOUSINES modern 24 H.P.-32 H.P. urgently required, cash; Details please.—Alpe & Saunders. Providence Court, Grosvenor Square. Mayfair-2941. [8710

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

DELAGE

J. MARSHALL offers:—

1933 D85 Delage 2-4-seater, a delight to motor and a joy to observe: £350

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [7643

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood N.W.8. Mai. 0267 [1099

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repair and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office, 82, Park St. W.1. [6493

DELAHAYE

1949 Delahaye foursome drop head coupe 3½-litre, entirely new condition.—R. Hunt, Woodhall Spa, Lincs. Woodhall Spa 2158. [6795

ROSE & YOUNG, Ltd., offer Delahaye 3½-litre sports saloon, 4-door, black, leather upholstery, first registered 24/3/38, type 135M, very attractive car; £775. —65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [7652

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1. [2407

D.K.W.

225 gns.—D.K.W. August, 1938, 7hp saloon, black and red, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—D.K.W. 1934 convertible saloon, black and cream, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8656

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0018

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FIAT

GATEHOUSE offer 1937 Fiat 500 saloon, showroom condition; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [7716

FIAT 500 drop head coupe, 1938, new crankshaft and bearings, tyres, not yet run-in, excellent; £255.—94, Lanark Rd., W.9. Cunningham 8636. [8714

1940 Fiat 1500 drop head coupe, just repainted maroon, superb and rare motor car; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames 1185. [7996

1939 Fiat 500 (1940 model), full four-seater saloon, excellent condition; £260.—Abbey Autos, rear of 44/46, Chase Side, Southgate, N.14 (near Tube). Palmers Green 4540. [8735

MAYFAIR GARAGES, Ltd.—1939 1100 4-door pillarless sunshine saloon, grey, hide interior, good tyres, very smart car, in excellent condition throughout, 3 months' guarantee; £425.—Below.

MAYFAIR GARAGES, Ltd.—March, 1938, 1100 4-door pillarless sliding head saloon, maroon, leather upholstery, bumpers, very good condition, 3 months' guarantee; £345.—Below.

MAYFAIR GARAGES, Ltd.—August, 1939, 500 de luxe 4-seater saloon, mistletoe green, hide upholstery, all good tyres, well maintained, excellent condition throughout, 3 months' guarantee: £350.—Below.

MAYFAIR GARAGES, Ltd.—June, 1939, 500 de luxe convertible coupe, jewellescence silver, blue leather, all good tyres, excellent condition throughout, 3 months' guarantee; £310.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, silver with red leather upholstery, good tyres, well maintained, 3 months' guarantee; £245.—Below.

MAYFAIR GARAGES, Ltd.—Fifteen Fiats in stock; price list and road test report upon request.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock). Mayfair, W.1. Mayfair 3104-5. Open 9-6 Sats. 9-1. [7458

1100 saloon, now being reconditioned, recellulosed and rechromed, new tyres, particularly smooth and fast engine, 1938 model, taxed; £375.—Derrington, 159, London Rd., Kingston 5621-2. [8604

1938 Fiat 1100cc pillarless saloon, in first-rate condition throughout, fine performer, with excellent appearance; £445.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8447

£195 cash or £65 deposit.—1937 Fiat 500 coupe, clean, light blue cellulose with red leather upholstery, good condition throughout; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [7915

£365.—Fiat 1100 4-door pillarless saloon, 1938 full de luxe and a very scarce and much-sought-after model, with attractive conditioned coachwork, finished in metallic red with red upholstery, very neat and trim, sound mechanical order, can be especially recommended for its extremely low running costs, coupled with really outstanding performance, tyres practically as new.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars. Easy and confidential hire purchase facilities; part exchanges; free delivery. Showrooms open till 8 p.m. Mon.-Sat. inclusive. [8493

Fiat Cars Wanted

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

FIAT 500 wanted, in good condition, not more than £175 cash.—Sheppard, Hooklands Lodge, Ashington, Sussex. [7834

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644 [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND) Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 1818. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159 London Rd. Kingston 5621-2. [7383

FORD (8 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Anglia saloon, colour black, green interior; £595.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7351

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

DICKS CAR SALES offer:—

1947 Ford 8 saloon, engineer owned, fine order; £495.—Below.

1946 Ford 8 saloon, very carefully used; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [7372

G. P. (BALHAM), Ltd., offer:—

255 gns.—1938 Ford 8 saloon, paintwork dull, good mechanical order, any trial, genuine bargain, choice of two.—2c, Balham Hill, S.W.12. (100 yards Clapham South tube.) Battersea 3117. [8978

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Anglia, black, red, 6,000 miles; another 8,000 miles.

1949 Ford Anglia, beige, brown, 6,000 miles.

1949 Ford Anglia, green, brown, 13,000 miles.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [7570

1947 Ford 8, black; £450.—Grove Motors, North Rd., Southall 3477. [8583

1938 Ford 8 saloon, very excellent condition throughout; £350. Also

1937 Ford 8 saloon, original throughout, excellent mechanically; £250.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7986

'36 Ford 8 saloon, very fine chassis; £170.—King's Motors, 1, High St., Hounslow. Tel. 3533. [8211

1946 Ford 8 Anglia saloon, black; £450.—Wadcol Motors, 150, West End Lane, N.W.6. Hampstead 1177. [8129

FORD 8hp saloon, reconditioned throughout; £365.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [8251

1947 Ford 8 saloon, black, one owner, bargain; £475.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5418

1946 Ford Anglia, good tyres, first-class vehicle; £440.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8442

GATEHOUSE offer 1946 Ford 8 saloon, showroom condition; £475.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [7718

2000 miles.—1949 (Aug.) Ford Anglia saloon, black.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [8391

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

1946 Ford Anglia, black, red leather, low mileage; £475.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [8741

1949 (Feb.) Ford Anglia sal., radio, heater, loose covers, twin spotlamps, fawn leather interior, 5,300 miles, excep. cond.—Rickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8182

NAYLOR & ROOT, Ltd.—1946 Ford 8 Anglia saloon, black, red interior, one very careful owner, excellent value; £395.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [8729

1937 Fprd 8 saloon, clean black paintwork, reliable car, £195 cash or £65 deposit; also 1938-9 Ford 8 saloons at £250/£265, all in good condition; terms quickly arranged.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [8581

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. no

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

WANTED, 1938/9/40 Ford 8hp, very urgent; cash waiting.—135 High St. South, East Ham, E.6. Grangewood 2530. [3035

1939-1949 Ford 8 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4915

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

FORD (10 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Prefect saloon, colour beige, cloth upholstery, mileage 11,000, carrying 3 months' written guarantee; £775.

1949 Ford Prefect saloon, colour beige, red leather interior, complete with loose covers, mileage 6,000, carrying 3 months' written guarantee; £775.

1949 Ford Prefect saloon, colour black, brown leather interior, taxed year, carrying 3 months' written guarantee; £775.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7352

CAR MART, Ltd.

FORD Prefect 1949 saloon, 5,000 miles; £825.

FORD Prefect 1949 saloon, 5,000 miles; £825.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8229

BROWN'S for Ford.

1940 Ford Prefect 10hp saloon de luxe, immaculate condition; £435.

1939 Ford Prefect 10hp drop head foursome coupe, wireless, Bosch head lamps, immaculate condition; £395.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7579

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

G.P. (BALHAM), Ltd., offer:—

210 gns.—1936-7 Ford 10 saloon, excellent runner, reconditioned engine, a little dull on paintwork, any trial.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [8287

SAUL & SLATTER, Ltd., offer:—

1949 Ford Prefect, black with brown upholstery (leather), 9,000 miles, many extras; £760.

44—46, Aldermans Hill, N.13. Pal. Grn. 1205/7173. [8427

PHILIP RICKARDS, Ltd., offer:—

1949 Ford Prefect, black/brown leather, upholstery, 6,000 miles.

1949 Ford Prefect, beige/red leather upholstery, 3,000, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8100

WARWICK WRIGHT, Ltd., offer:—

1949 Ford Prefect 10hp saloon, black, brown leather, 7,000 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8502

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Prefect, black, brown hide, 3,800 miles; another 4,900 miles.

1949 Ford Prefect, green, green hide, 4,500 miles; another 9,000 miles.

1949 Ford Prefect, black, brown hide, 9,000 miles; choice of three.

1948 Ford Prefect, black, cloth, 9,000 miles; two others 11,000 miles.

1948 Ford Prefect, black, brown hide, 19,000 miles, recon. engine.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [7571

1947 Ford Prefect 4-door saloon, leather upholstery, sun roof, guaranteed; £565.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8246

1939 Ford Prefect saloon, 4-door, leather upholstery, very good condition; £425.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7987

1947 (Sept.) Prefect, black, fawn cord upholstery with covers; £565; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [8571

£398.—Ford 10 1940 4-dr. sln., very attractive, all extras, good tyres; choice 2, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube). [8091

1949 Ford Prefect saloon, perfect condition; £725. —McLeod, 4, The Ridge, Purley. Tel. Uplands 8688. [8817

1949 (Sept.) Ford Prefect 4-door de luxe, trimmed in cloth, excellent order, immediate delivery; £655; terms.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 4212. [8591

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

BRUTONS, Ltd., offer 1949 Prefect saloon, 6,000 miles genuine, just free covenant, one owner, black, leather interior, as new; £750.

14 Oster Mews, Emperors Gate, S.W.7. Western 1242. [8811

1939 (Sept.) Ford Prefect 2-door saloon, very good mechanically, and excellent coachwork, tyres all good, taxed; £365.

TIMMS MOTORS, Cotinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667. [8261

1946 Ford 10 Prefect 4-door saloon, black, very smart; £550.—Wadcol Motors, 150 West End Lane, N.W.6. Hampstead 1177. [8128

1947 Ford 10 Prefect, black/grey cloth, fitted new engine; £550.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking. Tel. 1282. [8195

WALTER SCOTT, Ltd.—Late 1936 Ford 10 tourer, excellent throughout; £235.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Fri. 5914.

1948 (September) Ford 10 saloon, black, one owner, as new throughout, bargain; £650.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.

GATEHOUSE offer 1936 Ford 10 tourer, fitted radio, mechanically sound; £350.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444.

1946 Ford Prefect 4-dr., lr. uphl., exceptional car, 1 owner, 12,000 mls., as new; £545.—Godfreys, Ltd., 228-234, London Rd., Croydon. Cro. 3641. [8368

C. & S. MOTORS, Ltd., offer 1938 Ford 10 4-door saloon, black cellulose with red leather upholstery, reliable economical car; £285 cash or £85 deposit.—Below.

1940 type Ford 10 Prefect, whole car just recellulosed, cloth interior, £335 cash, or £105 deposit, balance payable over 16 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [8582

1949 Prefect, beige-fawn, 11,000 miles, faultless, fitted radio, loose covers, dual horns; £760.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8348

SEPTEMBER 1949, Ford Prefect de luxe, black/brown leather, 3,800 miles, immaculate condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6270. [7688

1949 Ford Prefect, beige, red leather, 8,000 miles, indistinguishable new; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [8702

1949 Ford Prefect, black, green leather, genuine 2,666 miles only, car unused for months and just out of covenant; £750.—Grove Motors, North Rd., Southall 3477 [7693

£365.—1944 registered Prefect 4-door saloon, black, excellent runner, clean condition, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8785

£535!—Unrepeatable bargain; February, 1947, Ford 10 Prefect saloon, excellent black finish, carefully used and maintained since new, nominal mileage, choice of six others at

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars; easy and confidential hire purchase facilities; part exchanges; free delivery; showrooms open till 8 p.m. Mon.-Sat. inclusive. [8498

1949 (October) Ford Prefect, 5,600 miles, back seats and spare unused, for sale privately; £700; consider very good pre-war 8 or 10 part exchange. —E. L. Smith-Masters, Naval & Military Club, London, W.1. [8617

1939 Ford Prefect 4-door saloon, black with leather upholstery and sliding roof, an exceptionally well-kept car, £395.—W. J. Brown, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. [8816

1949 (Aug.) Ford Prefect saloon, black, brown cloth, guaranteed 6,000 mls., as new, £750; 1948 (Feb.) Ford Prefect saloon, black, brown cloth, 13,000 mls., £650.—Glosons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

Ford Ten Cars Wanted

I REQUIRE post-war Ford 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1289. [2776

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0635

1949 Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. [8202

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

WE wish to purchase small size Ford 10, new type, saloons.—Brown & Mallalieu, Ltd., Blackpool. Tel. 22322. [6192

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

1939-1949 Ford 10 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916

URGENTLY required, 1948 Ford Prefect saloon, cloth or leather, small mileage.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [8479

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Pilot saloon, colour black, leather interior, complete with radio and heater; £950

1948 Ford Pilot saloon, colour black, leather interior, complete with radio; £950.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7353

ACLAND & TABOR, Ltd., offer:—

1938 Ford V.8-engined Jensen with overdrive, black, red leather upholstery, a very beautiful car with an excellent performance; £575.

APPLY Welwyn 481. [8680

WARWICK WRIGHT, Ltd., offer:—

1949 Ford Pilot V.8 saloon, black, brown leather, radio and heater, 6,000 miles; £1,135.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8505

WANSTEAD MOTORS, Ltd., offer:—

1948 Ford Pilot, black, brown leather, 15,000 miles; £925.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [7250

MANN EGERTON & Co., Ltd., offer:—

1948 Ford V.8 Pilot, blue with blue leather upholstery, radio and heater fitted, 13,000 miles; £1,025.

14 Berkeley Street, London, W.1. Regent 2073. [8344

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1948 Ford Pilot, blue, blue hide, radio, 8,000 miles.

1948 Ford Pilot, black/brown hide, 8,000 miles.

56 Park Lane, W.1 (Regent 4866); 374, Ealing Rd., Alperton, Middx. (Perivale 3388); and 8 & 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [8263

OCTOBER, 1948, Ford Pilot, blue, sunshine roof; £950.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121 [8458

COWLEY MOTORS offer a selection of American Ford vehicles including the following:—

1949 model 21a Detroit Ford Mercury, finished in two-tone grey, radio and heater; £1,175.

1945 Ford V.8 de luxe finished in two-tone blue with fancy cloth upholstery; £755.

1939 model 91c Lord V.8 panel delivery van, finished green and black, and brand new motor; £325.

FOR further particulars of the above and other American vehicles consult the American automobile specialists, Cowley Motors, 473, Cranbrook Rd., Ilford, Essex (5 minutes Gant's Hill Tube station). Telephone your enquiries to Valentine 1066

1947 model American Ford, radio, heater, r.h.d.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [8014

£340.—1939 22hp Ford saloon, good coachwork, tyres, and everything in excellent order.—Le Mare, Greenstead Green, nr. Halstead, Essex. [8638

FORD Mercury saloon, 1950 registration, £10 tax, grey with blue leather, perfect throughout; £750.—After 6.30 or week-ends, 73, Palace Rd., East Molesey. [7899

5000 miles.—1949 (Sept.) Ford Pilot saloon, black, radio, heater, leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [6350

£395.—1938 June Ford 30hp drop head foursome coupe, excellent runner, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8788

22hp Ford V.8 1939 series saloon, really immaculate, leather upholstery, almost new tyres; £375.—Wadcol Motors, 150, West End Lane, N.W.6. Hampstead 1177. [8130

FORD Mercury, first registered 1947, £10 tax, 6-seater saloon, maroon, brown leather, r.h. drive, column gear change, heater radio, exceptional car; £675.—Malcolm Motors, Ltd., Broadway, Leigh-on-Sea 78208.

£315.—1937/8 Ford V.8 22hp de luxe economical large car, immaculate appearance and comfort of a £700 motor car.—Lambs of Wood Green, Finchley Show Rooms, 421, High Rd., N.12. Finchley 6221. [8772

1949 (Sept.) Ford Pilot saloon, black, brown leather, radio, heater, mileage 8,900, in new condition throughout; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [8408

1949 Ford Pilot, 10,000 miles, dark blue, blue leather, fitted radio, heater, immaculate condition; £1,050.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [8740

1949 Ford Pilot, immaculate condition, black with leather upholstery, fitted louvres, heaters, wireless and air conditioning, mileage 10,500; price £1,050.—Claude Cousins & Co., Zetland Rd. Junction, Bristol, 7. [8075

1938 Ford V.8 saloon, 81A model, very desirable motor car, black, very clean cloth interior, all new tyres, and superb runner, three months' comprehensive guarantee, cash, terms and exchange; one price only, £350.

DOUGLAS CARS SALES, Enfield, Gt Cambridge Rd. (opposite Half-way House). Enfield 3150. Stamford Hill 7352. [8766

£475.—1939 Ford V.8 30hp 91A model, reconditioned 1950, reconditioned engine, new wooden utility body, new battery, re-cellulosed.—Whittell, Robin Hood Lane, Nr. Chatham, Kent. Tel. Blue Bell Hill 341. [8641

1947-8 American Ford Mercury super de luxe saloon, fitted many extras, over 20-mpg, free of restrictions, condition almost as brand new; bargain £1,250.—35, Upper Elmers End Road, Beckenham. Tel. Beckenham 6977. [6986

£965.—Ford Pilot saloon 1949, a most immaculate car, finished in sparkling black and chrome with real leather upholstery, fitted heater, etc., whole car in such superb condition that it could quite easily be taken for a model which has been on the road for a few weeks at the very most; one owner since new with a total mileage of a nominal nature; this Pilot has been carefully driven and scrupulously maintained by main Ford distributors since new; we are happy to offer this superb car covered with a comprehensive written guarantee.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars. Easy and confidential hire purchase facilities; part exchanges; free delivery. Showrooms open till 8 p.m. Mon.-Sat. inclusive. [8485

Ford V.8 Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s.—Wembley 3403. [9143

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.11. Bay. 4274. [8406

BRITISH & COLONIAL MOTORS, Ltd., require good Ford Pilot cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8315

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

UTILITY—FORD OR OTHER BODIES

1937 Ford V.8 30hp utility 6-seater, taxed, guaranteed; £285; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [8576

295 gns.—Ford V.8 1936 30hp 4-door 8-seater utility, natural timber body, sliding glass windows, fold-flush rear seating, drop-tailboard, unworn tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Fordson July, 1949, 8hp Martin Walter Utilecon Estate car, fawn, fold-flush rear seating, side windows, rear entrance, Philco radio, one careful owner, 8,030 miles, almost brand new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [8657

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd..

FORD main dealers.

ALWAYS open

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

£525.—Ford 10hp Prefect saloon (March, 1947), finished black, excellent condition, genuine opportunity at the price.

£965.—Ford Pilot saloon 1949, immaculately finished black with real leather upholstery literally like new, a very small mileage, one owner car, practically unused and most scrupulously maintained, fitted heater, etc., and offered with a special written guarantee by:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Write for our 18-page, post free catalogue of nearly 400 fully guaranteed used cars; easy and confidential hire purchase facilities; part exchanges; free delivery; showrooms open till 8 p.m. Mon.-Sat. inclusive. [7857

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0623

CHARLES RICKARDS, Ltd., wish to purchase good post-war Ford cars.—56, Bayswater Rd., W.2. Paddington 1820. [8144

R. S. CURRIE & Co., Ltd.—Low mileage Ford cars wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [4452

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-2-3. [8152

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2235. Main Ford dealers; service and all spares. [0093

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0225

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; ignition and door lock keys despatched by return.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401; also at

FORD Rd. Folkestone 51222.

FINSBURY and Islington. [0406

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464.

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines).

FOR Ford mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0314

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0383

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

FRAZER NASH

FRAZER NASH 1½-litre T.T. Replica 1935 with Nash single overhead camshaft engine, engine just stripped down by makers and whole car checked over, re-cellulosed and first class throughout; £350.—Northwood (Middlesex) 395 (evenings). [8172

£275 T.T. Replica, astounding performance, outside exhaust, 6in instruments, 100mph speedo, rear slab tank, 17in Bluemels, steering wheel, racing type wheels, hordes of special gauges, 3 brand new tyres, spare unused; first deposit secures.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post-free catalogue of nearly 400 fully guaranteed used cars. Easy and confidential hire purchase facilities; part exchanges; free delivery. Showrooms open till 8 p.m. Mon-Sat. inclusive. [8489

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

FRAZER NASH-B.M.W. special sports 2-seater, privately owned, recently completely overhauled; £300.—Tel. Chalfont St. Giles 412. [8827

FRAZER NASH-B.M.W. sports drop head coupe, clean inside and out, new tyres; £385.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8.

1938 type 320 Frazer Nash-B.M.W. with special 4-door saloon body, aluminium by Bentell, carefully used, actual show car; £575.—Dr. R. S. Thorp, "Brookfields," Shotesham, Norwich. [782

£325 or near cash offer.—Frazer Nash-B.M.W 1936 model cabriolet Type 45, tubular stee. chassis, independent front wheel suspension, recently overhauled at cost of £80, finished in cream and black, tremendous performance with good economy, outstanding motor car.—Greaves, 312, Sinfin Lane, Sinfin, Derby. Tel. Becketwell (Derby) 46906. [8633

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HEALEY

BROOKLANDS.

HEALEY distributors for London.

DELIVERY from stock of new Silverstone 2-seater.

SPECIAL drop head 4-seater coupe by Abbott, of Farnham.

ALSO 2-door 4-seater sports saloon by Tickford.

ALL particulars available on request.

1949 Healey Sportsmobile, small mileage, choice of two.

1949 Healey sports saloon, maroon, beige leather, small mileage, excellent condition throughout.

1948 Healey sports saloon, black, red leather, exceptional condition throughout.

103 New Bond St., W.1. Tel. Mayfair 8351-6. [8339

1947 Healey saloon; 845gns, or part exchange for small car.—Tel. Tilbury 111. [8061

1948 Healey sports 2-seater, one owner, low mileage, open to any trial; £875.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8537

HEALEY Silverstone demonstration car, 1950, racing green, 3 months old (9 months Covenant required), many extras.—Walker & Ward, Ltd., Distributors for Gloucestershire and Somerset, Cheltenham 3816. [6926

DOBIE & YOUNG, Ltd., offer 1948 Healey 2-seater, type H24, powder blue, very attractive, new condition; £945.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

1949 Healey Roadster, only 10,400 miles, red with red leather upholstery; this car has been most carefully maintained and is in perfect condition, owner regretfully must sell; £1,395.—Bourne, Roche Hill, Rochdale. [6105

Healey Cars Wanted

BARTLETT, Healey saloon, tourer or Silverstone models wanted.—27a, Pembridge Villas, W.11. [7601

HILLMAN 10

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Hillman Minx Mark II, mileage 15,000, colour black, brown leather with cloth cover; £760.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7347

BROWN'S for Hillman.

1939 Hillman 10hp saloon, excellent condition; £595.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7580

CAR MART, Ltd.

HILLMAN Minx Phase III 1949 saloon, 5,000 miles; £935.

HILLMAN Minx Phase II 1948 coupe, 8,000 miles; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8330

H. A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx saloon, green with brown leather upholstery, 5,000 miles; £915.

1947 Hillman Minx convertible coupe, black with brown leather upholstery, 8,000 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [8256

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Phase III saloon, dark blue, cloth upholstery, 15,000.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [8099

CHARLES POLLETT, Ltd., offer:—

1946 Hilman 10hp drop head coupe, black, brown leather, one owner, 19,000 miles only, new hood, exceptionally clean; £615.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413.

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, black, brown leather, 5,000 miles; £895.

1948 Hillman Minx 10hp saloon, black, fawn cloth, 12,000 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8504

MANN EGERTON & Co., Ltd., offer:—

1949 Hillman Minx Ph. III saloon, grey, red leather trim, 5,000 miles, immaculate condition; £895.

14, Berkeley Street, London, W.1. Regent 2073. [8342

DAGENHAM MOTORS, Ltd., offer the following car:—

1947 Hillman Minx d.h. coupe, gunmetal, blue hide, 23,000 miles.

56, Park Lane, W.1. Regent 4866. [7573

CHARLES RICKARDS, Ltd., the house of standing and repute.

1946 (May) Hillman Minx saloon, black, one owner since new, in excellent condition throughout; £595.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [8137

1938 Hillman 10 d.h. coupe, recent reconditioned engine, nice order; £365.—Below.

1946 Hillman 10 saloon, recent new engine; £625.

Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8441

1942 Hillman Minx saloon, excellent order throughout; £510.—Haskins, Ladbroke 1155. [8284

1949 Minx III, black, brown leather, 8,000 miles, a magnificent car; £885; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [8572

1947 Hillman Minx saloon, grey, sunshine roof, speedometer, 18,000, a very excellent car; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7968

1949 Hillman Minx saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588 [8325

£395.—1939 Hillman Minx de luxe sal., black, 5 very good tyres, nominal mileage, in spotless condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [7682

GORDON CARS (LONDON), Ltd.—1948 Hillman Phase II saloon, grey, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8410

L. F. DOVE offer 1940 Hillman Minx de luxe saloon, in exceptional condition; £450.—69, Broadway, Wimbledon, S.W.19. Liberty. 3456. [8273

1939 Hillman 10hp saloon, excellent condition throughout; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9049

NOV., 1947, 10hp saloon, grey/maroon, small mileage, radio; £725.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [8359

OCT., 1947, 10hp saloon, grey-grey, low mileage, exceptional condition; £635.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8349

1947 Hillman Minx drop head coupe, perfect condition, appearance as new, carefully driven and maintained; £575 or near offer.—Pad. 8798. [8599

1949 Hillman 10 phase III saloon, black, 8,000 miles, 1/h drive; £825.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066.

1949 Hillman Minx de luxe saloon, done 2,000 miles only, practically new throughout; £915.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [8569

PHASE IV Hillman Minx saloon, dove grey, red leather, one owner, faultless condition, 4,000 miles; £875.—Muddy, 98, Madeira Rd., North End, Portsmouth. [8291

1948 Phase II Minx, grey/brown, low mileage, exceptional condition; £795. — H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [8360

1947 Hillman Minx drop head coupe, grey, with blue leather upholstery; £875.—Saul & Slatter, Ltd., 44-46, Aldermans Hill, N.13. Pal. Grn. 1205/7173. [8428

1949 Hillman 10 Phase III saloon, mist green, brown leather upholstery, 9,000 miles, as new, taxed December; £825.—Dalston Motors, 517, Kingsland Rd., London, E.8. Clissold 4943. [9602

NAYLOR & ROOT, Ltd.—1948 Hillman Minx Phase II, drop head coupe, smoke grey, superb condition, very attractive car; £775.—35, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each weekday, including Saturday. [8730

1948 (June) Hillman Minx drop head coupe, mist green, brown leather upholstery, immaculate, in superb condition throughout, low mileage; £795.—Bridge Motors Church Street, Rickmansworth. Tel. Rickmansworth 2362. [7609

1939 model Hillman Minx 10hp saloon, black, with brown leather upholstery, good condition throughout; £325 cash or £100 deposit, balance payable over 18 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [8580

HILLMAN Minx, October, 1947, saloon, grey, blue cloth upholstery, complete set linen covers, repainted 1949, 1 owner, posted overseas, mileage 30,000, perfect condition, new tyres, seen Bideford or London by appointment; £596; no offers.—Box 6580. [8647

£385.—1939 Hillman 10hp Minx saloon, black, blue leather, fitted radio, splendid tyres, smart appearance, particularly reliable and economical car; terms, exchanges.—Wellboy Motors Co., 326, Romford Rd., Forest Gate, E.7. Maryland 2534-5. [7392

TANKARD & SMITH, Ltd., offer 1946 Hillman Minx d.h. foursome coupe in blue with blue leather, excellent condition throughout, 20,000 miles only, £585; also 1939 model in black with red leather, genuine car in every respect, £425.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [7267

HILLMAN 14

COACHCRAFT offer:—

£305.—1938 Hillman 14/4 4-door saloon de luxe, excellent running order, service by main distributors, roomy and economical vehicle in very superior condition throughout; available for A.A. or R.A.C. inspection; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8743

1938 Hillman 14hp 4-door saloon, immaculate condition, mechanically perfect; £400.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [8594

HILLMAN 20

ROSE & YOUNG, Ltd., offer 1938 Hillman 20hp limousine, face-forward seats, division, leather; £545.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

HILLMAN 21

1936 Hillman 21 long chassis seven-seater limousine, blue body, black wings, blue leather interior, sliding division and face forward occasional seats, in better than average condition and ready for use; £295.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [8310

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

£395!—Hillman Super 14 de luxe saloon, 1939, one owner to 1950 (original log book), understood to have been chauffeur-maintained during that time, original maker's cellulose, very roomy interior, outstanding car mechanically, fully guaranteed in writing.—See below.

£395!—Hillman 10hp Minx saloon de luxe 1939 model, nicely finished suede green, green leather, works reconditioned engine fitted November, 1949, nominal mileage since, spotlamp, etc.; choice of twenty-four other Hillmans all fully guaranteed in writing.—See below.

£385!—Hillman 10hp foursome drop head coupe, 1938/9, a most attractive example finished metallic grey with maroon leather upholstery and mohair hood to match, especially recommended mechanically, having been completely serviced and checked over by main distributors.—See below.

£765!—1949 Phase II Minx, immaculate car, finished black with brown interior, speedo reading 8,214, one lady owner since new, low mileage.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars; easy and confidential hire purchase facilities, part exchanges; free delivery; showrooms open till 8 p.m. Mon.-Sat. inclusive. [8490

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941

ROOTES Ltd

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

1949 Minx Mark III or IV wanted.—John Jordan, Sandy, Beds. [8110

I REQUIRE post-war Hillman urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2777

CASH buyers of low mileage Hillman Minxes; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0792

CHARLES RICKARDS, Ltd., wish to purchase good post-war Hillman cars.—56, Bayswater Rd., W.2, Paddington 1820. [8145

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0436

WE are cash buyers of all Hillman post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [6863

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

RAYMOND WAY the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models. Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 4458. [0552

Hillman Spares and Service

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0367

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0224

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676

ENGINES, gear boxes, diffs., reconditioned exchange units, 1934-48, trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0344

ROBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards specialise tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. [4544

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9692

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires

SALES and service

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2605

VARIOUS Hotchkiss models for sale. Also interested in buying.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8835

ROSE & YOUNG, Ltd., offer 1937 Hotchkiss (Cabourg) 3-litre 4-door saloon, immaculate condition, speedometer reading 31,000, believed to be genuine.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

£525.—Hotchkiss 10hp sports full 4-seater cabriolet, winding glass windows, really modern prototype of post-war product, looks worth £700; laid up most of the war, carefully used and tiny mileage.—Lambs of Wood Green, Finchley Show Rooms, 421, High Rd., N.12. Finchley 6221. [8768

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HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009

750 gns.—H.R.G. March, 1947, 1½-litre Aerodynamic super-sports 2-seater, maroon, large instruments, Nylon plaid seat covers, unworn tyres, small mileage, carefully used, exceptional condition, original cost £1,250; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8658

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

DICKS CAR SALES offer:—

1939 Hudson 17hp saloon de luxe, leather upholstery, many extras, really genuine car; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [7578

SIMPSON'S MOTORS offer:—

1939 Hudson 17hp foursome drop head, radio, heater, spotlight; £485.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3905. [8551

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelina). Ken. 4653.

GATEHOUSE offer 1938 (Dec.) Hudson 17hp saloon, black, fitted radio, showroom condition; £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [7721

HUDSON 1947 (Sept.) Commodore Six, 21hp, right-hand drive, 29,000 miles, one owner, chauffeur-driven, radio, heater, seat covers, immaculate condition, colour black; any reasonable trial.—Paula Works, Charnock Rd., Liverpool, 9. Tel. Aintree 4201. [6191

Hudson Cars Wanted

DC.S.

THE Hudson buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5752

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham [0568

HUMBER

BROOKLANDS.

1949 Humber Super Snipe, black, beige leather, fitted radio, excellent condition.

103, New Bond Street, W.1. Tel. Mayfair 8351-6. [8338

HAROLD RADFORD & Co., Ltd.,

1948 (Feb.) Humber Hawk saloon, black with brown upholstery, one owner, 16,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8272

NEWNHAMS, Ltd.

1948 Humber Hawk saloon, black with fawn, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7812

TOM GARNER, Ltd., offer:—

1949 Humber Hawk Mark III saloon, black with fawn cloth, radio, heater, etc., 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8117

CLANFIELD LAWRENCE offer:—

1946 Humber Super Snipe, black, brown leather upholstery, an immaculate motor car; £995.—407, High Rd., N.12. Finchley 0091. [7942

CHARLES FOLLETT, Ltd., offer:—

1948 Humber Snipe 18hp saloon, black, one owner, loose covers, 23,500 miles, excellent condition both bodywork and mechanical, guaranteed; £1,075.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8435

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, 9,000 miles; £1,625.

1949 Humber Super Snipe 27hp saloon, black, brown leather, 21,000 miles; £1,500.

1948 Humber Hawk 14hp saloon, gunmetal grey, grey leather, heater, 13,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8505

GUY SALMON AUTOMOBILES, Ltd., offer:—

1946 Humber Snipe 18hp saloon; £885.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7641

1949 Humber Pullman limousine, 5,000 miles, as new throughout.

GUY ALFREDS & Co. Ltd., 6-7, Warren St., W.1. Euston 3268. [8524

1948 Humber Hawk saloon, low mileage, push-button radio and heater.

RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952. [8535

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, black, 10,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Humber Super Snipe saloon, black, excellent condition.—Below.

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8411

1949 Humber Super Snipe saloon, gunmetal, grey leather, 10,000 miles only, condition as new.

RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952. [8540

1934 Humber Pullman 7-seater, in good condition, £250.—J. Allen & Sons, 53, Bridge St., Belper, Derbys. [7895

1937 Humber 12hp 4-door saloon, recent £40 overhaul; £295.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [7366

1949 Humber Super Snipe, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem 3588 [8324

LIMOUSINE.—1939 (Aug.) 27hp Pullman, face forward seats, one owner; £795.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [7271

1949 Humber Super Snipe, 21,000 miles, black, brown leather, one owner, perfect condition throughout; £1,350; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [8573

1949 Humber Super Snipe, 7,000 miles, radio, heater, loose covers.—Scott Cars 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [8015

1949 Humber Super Snipe, black/brown leather, 8,000 miles, one owner, superb condition throughout; £1,495.—Odeon Motors, Ltd., Barnet 4100.

1948 Humber Hawk (July), low mileage, in perfect condition, heater, loose covers, new tyres; £1,100.—Little, Post Office, Hatfield Broad Oak. Tel. 235. [7892

1949 Humber Hawk, supremely lovely, unmarked condition; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [8426

GATEHOUSE offer 1934 Humber Snipe Sportsman saloon, fitted radio, showroom condition; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [7715

11000 miles only since new, Humber 18, 1937, black, beige hide throughout, 1949 appearance and condition, one owner; £595; small saloon exchange, cash adjustment.—Western 1225 [7817

1947 Humber Super Snipe saloon, black, in absolutely first-class condition, one owner, chauffeur-driven throughout, £10 tax; £895.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [8217

£495.—Magnificent Humber super Snipe, coachwork literally spotless, interior excellent, although 1939 model could be mistaken for £1,000 post-war product.—Lambs of Wood Green, Finchley Show Rooms, 421, High Rd., N.12. Finchley 6221. [8770

1936 Humber Snipe 7-seater saloon, fitted with latest type Perkins P.6 diesel engine (8,000 miles), new gear box (2,000 miles) and service diff. unit (1,000 miles), brakes relined, tyres good; very good condition all through; price £625.—Rico Engineering, Ltd., 32, Linsker Street, Southport. [7063

LIMOUSINE (late 1948) Double Enclosed, widest occasionals, black, mileage 18,000, beautiful order.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, 2941-Mayfair. [8379

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ROOTES Ltd

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

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ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CYRIL SHEPPARD requires:—

HUMBERS, all models.—102, King's Rd., Reading 2712. [8003

POST-WAR Humber Pullman urgently required.—Full details and price to Box 6182. [6859

CASH immediately for good Humber.—H. F. Edwards, 154, Great Titchfield St., W.1. Langham 0012. [8690

CASH buyers of low mileage Humber Hawks; distance no object. Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8312

WANTED, Humber Super Snipe, late type, covenant free.—Herbert Robinson, Limited, Regent St., Cambridge. [8562

WANTED, 1940 Humber 17hp saloon, must have sound bodywork and interior.—1468, High Road, Whetstone, N.20. Hillside 6671. [8612

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0363

THE Humber Specialists for all spares.—Ring Uplands 3637. See advert under parts and accessories. [8268

ENGINES and gear boxes, reconditioned exchange units 1934-48; trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0345

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey.

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A.F.N., Ltd., offer a number of new Black Prince Invicta chassis, partially completed, for the enthusiast wishing to complete.—Falcon Works, London Rd., Isleworth. Hounslow 0011. [3343

JAGUAR

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HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

LONDON CARS, offer:—

JAGUAR 1939 1½-litre saloon, black, excellent general condition, £478; also 2½-litre saloon, registered December 1937, unusually nice condition; £425.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8517

DICKS CAR SALES offer:—

1939 Jaguar 14hp saloon, choice of five; £495.—Below.

1939 Jaguar 14hp coupe, condition well above average, choice of two; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [7374

TOM GARNER, Ltd., offer:—

1949 Jaguar 3½-litre Mark V saloon, black with brown leather, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8118

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Jaguar 1½-litre razor-edge saloon, 4,000 miles; £1,350.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7638

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1947 Jaguar 1½-litre saloon with special equipment, colour grey/green, showroom condition, one engineer owner, taxed December; £925.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [8215

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon, fawn, 15,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, black, H.M.V. radio, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8412

1946 2½-litre Jaguar saloon, mechanical and coachwork condition excellent.—Below.

1948 Jaguar 1½-litre extra equipment saloon, black, brown leather, one owner, coachwork and mechanically excellent; £975.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [7330

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel Kin. 3346.

JAGUAR 2½ saloon, registered May, 1938, new battery, ignition overhauled; £275.—Wallington 6194. [8101

1947 (Sept.) Jaguar 2½-litre saloon, black, radio-mobile, exceptional condition, taxed year; £1,050.

R. C. WIMBUSH, Ltd., 312, Earls Court Road, S.W.5. Fremantle 8401. [7457

JAGUAR 3½-litre 1948 saloon, black, mileage under 20,000; recently overhauled; all new tyres; £1,300.—Box 6585. [8707

1938 3½-litre S.S. Jaguar, completely reconditioned engine (10 miles), recelluloséd, exceptional condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [3458

1948 1½-litre Jaguar saloon, metallic grey, silver/black upholstery, 11,000 miles, an excellent example of this model.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [7787

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

1949 Jaguar Mark V 3½-litre saloon, 9,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8526

4000 miles.—1949 (June) Jaguar 3½-litre Mark V saloon, green.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [8393

1939 1½-litre saloon, recent extensive overhaul, inc. rebore, rockers, carburettor, etc., ex. bodywork and tyres; £485 or near.—Gladstone 8936. [7888

1948 3½-litre saloon, grey/red, low mileage, exceptional condition; £1,250. — H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [8361

1947 3½-litre Jaguar, in suede green, almost unmarked, open to any examination; £985.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5942

1949 Jaguar Mark V saloon, supremely beautiful, unmarked condition; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [8425

TWO unrepeatable Jaguar bargains: 1948 Jaguar 3½-litre, 11,000 only, as new, £1,095; also 1947, genuine 17,000 miles only, £1,050.—A.Z Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [8566

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, finished black with attractive fawn leather upholstery, excellent performance, tyres almost new; genuine value for money at £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1940, extensively overhauled mechanically beginning of this month, specially recommended; £545.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1946, excellent condition, finished metallic grey with red leather, low mileage; £795.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1939, finished maroon with leather interior to match, outstanding mechanical order, fitted fully chromed Ace discs, all tyres renewed recently; £495.

CAMDEN MOTORS.—Jaguar 3½-litre sportsman's saloon, 1940, finished in clean black cellulose with plain unpleated upholstery and identical features to post-war special equipment model, air conditioning, built-in radio, special Lucas equipment, etc.; outstanding opportunity at £510.

CAMDEN MOTORS, Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars. Easy and confidential hire purchase facilities; part exchanges; free delivery. Showrooms open till 8 p.m. Mon.-Sat. inclusive. [8486

1936 Jaguar 2½-litre saloon, excellent condition throughout, a fast and imposing car; £345; exchanges.—B. & H. Motors, 1468, High Road, Whetstone, London, N.20. Hillside 6671. [8611

1946 Jaguar 2½-litre saloon, green with green leather, radio, heater, discs, in excellent condition; £825; exchanges.—B. & H. Motors, 1468, High Road, Whetstone, London, N.20. Hillside 6671. [8610

JAGUAR 100 3½-litre, 1939, 42,000 miles, complete rebuild 1949-50 at cost over £600, restyled lighter body, improved roadholding, modified engine, excellent acceleration and maximum, equally suitable sports car racing and general purpose, owner taking delivery new car; offers.—Box 6577. [8644

OWING to change of business Phil Preston, "Tytheacre," Sea Lane, Middleton-on-Sea, W. Sussex, Telephone Number Middleton-on-Sea 344, requires to sell his black saloon 3½-litre 1948-9 Jaguar car, in perfect condition throughout, mileage small, fitted Motorola radio, no mast, buff cloth upholstery, loose covers, full range of accessories and discs, 19-20 m.p.g. at 50-55 m.p.h., guaranteed 95 m.p.h.; price for quick sale; £1,500. [8615

Jaguar Cars Wanted

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HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER.—1-5, Peter St. (Blackfriars 7483).

HENLYS, Ltd., England's Leading Motor Agents. [0028

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ROWLAND SMITH'S, the Jaguar buyers—Hampstead High St. (Hampstead Tube). Ham. 6041.

D.C.S.

THE Jaguar buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5728

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars; distance no object. Hattons, Lord St., Southport. Tel. 2268. [0794

WANTED, Jaguar 1947-8 1½-litre saloon, low mileage.—Herbert Robinson, Limited, Regent St., Cambridge. [8563

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8314

PRE-WAR Jaguar cars urgently wanted for cash.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [4890

J. R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0899

PARK GARAGE (MOLESEY), Ltd., wish to purchase all types of Jaguar cars.—Hampton Court Way, Molesey. Tel. 4371. [8206

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13, main dealers, urgently require modern Jaguar cars. Tel. Pal. Grn. 1205/7173. [8429

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

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HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs.. [0563

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repair and maintenance.—Service Station, Green Lanes, N.13. Pal. Grn. 1205/7173. [8430

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

JEEP

JEEP car, good condition, £10 tax; £225.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7646

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS.—Britain's leading Jeep specialists; all spares in stock; prompt despatch; rebuilt Jeeps; detachable bodies, utilities; 24 hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

JEEPS!—Autowork (Winchester), Ltd., offer several first-class Jeeps, and trailers, vast stocks of Jeep spares, exchange plan.—Tel. Winchester 4834-3406. [8200

METAMET offer unique Jeep conversions for motorists; all 12 models completely rebuilt, 6 months' guarantee, over 20mpg; commercial registration optional.—100b, Belsize Lane, N.W.3. [0527

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

JEEP spares and service.—Autowork (Winchester), Ltd., the largest spare part stockists for the Jeep, everything in stock, engine exchange plan, gear boxes, axles, etc.—Tel. Winchester 4834-3406. [8201

JOWETT

CAR MART, Ltd.

JOWETT Javelin 1949 saloon, 12,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8231

1949 Javelin saloon in turquoise blue with leather upholstery, radio, as new, guaranteed; £995.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8247

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines) [2791

1937 Jowett 8 four-door saloon, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [8455

1949 Javelin 1½ saloon, sage green, radio mobile fitted, perfect condition; £825, no offers.—E. Orme, 232, Farnham Rd., Slough. [7902

MARRIOTTS GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service, Tel. 1583. [0575

1948-49 Javelin 4-door saloon, with radio, almost unmarked, red upholstery; accept £925.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7981

1949 (July) Jowett Javelin saloon, black with beige leather upholstery, radio, heater, 12,000 miles; £965.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [8578

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

1938 Jowett de luxe saloon, one owner, whole car almost as new, laid-up six years, returned to makers for complete overhaul, including fitting Armstrong shock absorbers, new tyres, demister, sunvisor, bills £200 available, guaranteed 43 mpg, any inspection; £335 or near.—156, Village Way, Beckenham 6459. [7883

Jowett Cars Wanted

R

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

H M BENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 308, Erith Rd., Bexleyheath. [0571

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency. Harrow 1908.

THE COODEN ENGINEERING Co., Ltd., Cooden, Bexhill, tel. Cooden 600, Jowett main agents; largest stock of spares in the south. [6185

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon, Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 28 years' Jowett experience; spares and service. [0759

LAGONDA

BROOKLANDS.

LAGONDA distributors for London.

HAVE for show, demonstrations and early delivery the new 2.6-litre saloons and coupes; details and catalogues available.

1939 Lagonda V12 4-seater drop head coupe, examined and approved by makers.

1939 Lagonda V12 sports saloon, maroon, beige leather, examined and approved by makers.

103, New Bond Street, W.1. Tel. Mayfair 8351-6. [8337

HAROLD RADFORD & Co., Ltd

OFFICIALLY appointed Lagonda retailers

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines) [0264

LAGONDA Rapier 1935 open 4-seater, excellent condition, new tyres, mechanically perfect; nearest £300.—Lowes, Little Sutton, Cheshire. [8070

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) offer an excellent selection of used Lagonda cars; may we furnish details?

WE are open to purchase a few late models for rebuilding.

273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562 [0287

LAGONDA special, fitted Perkins P6 diesel engine, reconstructed, 35 m.p.g., £10 tax, registered 1950 perfect; £750; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [8588

1934 Lagonda 4¼-litre pillarless saloon, in very exceptional condition; £335.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8267

ROSE & YOUNG, Ltd., offer 1938 Lagonda V.12 4-door saloon, black, green leather, exceptional condition, small mileage; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [7660

1939, March registration, Lagonda V.12 short chassis, fitted saloon body, works history available; the whole car in first-rate order; a unique opportunity at £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

Lagonda Cars Wanted

D.C.S.

THE Lagonda buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9 [5727

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4¼-litre and V.12 models; service engines in stock.

LAGONDA Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906

DAVIES MOTORS (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with i.f.s.

273, London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

CAR MART, Ltd.

LONDON Distributors.

LANCHESTER 14 1939 Roadrider de luxe saloon, 6 months' guarantee; £675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8232

LONDON CARS, offer:—

LANCHESTER 1937 14hp roadrider saloon, a very superior specimen; £345.

1939 Lanchester 11hp saloon, sound condition throughout; choice of two from £398.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8516

STRATSTONE, Ltd., Lanchester Specialists offer:—

1939 Lanchester 18 saloon, black with brown leather, one owner, chauffeur kept, excellent condition: £795.—40, Berkeley St., W.1 (Mayfair 4404). [8195

1938 Lanchester Roadrider, 13hp, superb condition, cellulosed blue; £445.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [7529

WINGHAM cabriolet 18hp 1935, excellent condition, a fine touring car; £500.—Box 6558. [8162

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

1936-7 Lanchester 12hp black saloon, engine perfect, good body; £325 or exchange for smaller car with cash adjustment.—55, Victoria Rd., Edmonton, N.18. [8627

1938-9 Lanchester drop head coupe by Wingham, low mileage, well-kept car fitted new hood; £575.—Bells Service Garages, 144, London Rd., Kingston-on-Thames 1185. [7998

Lanchester Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

CASH immediately for good Lanchester.—H. F. Edwards, 58, Upper High St., Epsom 9400. [8697

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8311

Lanchester Spares and Service

ARCOT MOTORS Ltd

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd., Croydon 5775. [0689

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0642

LANCIA

BROOKLANDS.

1941 (first regd. 1945) Lancia Austura 27hp 4-door saloon by Farina; blue with Bedford cord upholstery, exceptional condition throughout.

103, New Bond Street, W.1. Tel. Mayfair 8351-6. [8336

JOHN S. TRUSCOTT, Ltd., for Lancia cars.

ONLY first-class examples are offered.

APRILIA and Augusta models available.

EXCHANGES, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [8398

£465.—1937 Aprilia, maintained by Lancia's; fitted large engine and all modifications; Ekco radio; 4 new tyres; paint-work dull.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [7417

AUGUSTA, Oct. 1935, fitted new engine, battery, tyres, brakes and drums relined, coachwork black, first class; £325.—Derrington, 159, London Rd., Kingston 5621-2. [8603

1939 Lancia Astura by Pigoni, this car recent prizewinner for bodywork, a specimen vehicle throughout; £1,050.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8450

1936 Lancia Augusta, fitted with Continental type streamline saloon body, and recently fitted with reconditioned engine; £425.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [5715

CERTAINLY the most perfect Aprilia in G.B., one owner, never damaged, only 5,400 miles since complete overhaul, including all 1949 modifications throughout; the following are ready for 50,000 miles safe, fast, road work, converted front suspension, complete engine check, 1½-litre, clutch, gearbox, transmission, couplings, brakes perfect, Andrex rear, sliding roof, two spare wheels, seat covers, many spares, new leather, chrome cellulose, tyres, interior trimming; photos on request; £975 will give perfect car, 30 mpg, 80-85 mph with no skids, breakdowns. Private owner.—Box 6421. [7516

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2395. [0343

LAMBDA, any series, condition or price.—90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [8170

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [8405

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, Wembley. (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

LEA-FRANCIS

TOM GARNER, Ltd., offer:—

1948 Lea-Francis 14hp sports 2-seater, maroon with maroon leather, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8119

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Lea-Francis 14hp sports saloon, genuine 11,000 miles, one owner; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8518

1949 Lea-Francis 2-seater speed model, finished maroon, low mileage and immaculate condition throughout; £675.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8451

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1949 Lea-Francis utility 1.f.s., 1 owner, 15,000 miles, metal parts metallic beige, very good condition throughout, completely checked over; value at £815.

1947 Lea-Francis 14hp 4-door saloon, maroon, beige leather, heater, 17,000 miles, overhauled and guaranteed for 3 months; £895.

1949 Lea-Francis 2½-litre (18hp) streamlined saloon, i.f.s., maroon, beige leather, radio, heater, fog lamps, twin petrol pumps, rimbellishers, etc.; this car has been in our possession the whole time and has, of course, received expert maintenance; £1,650.

1948 Lea-Francis 14hp saloon, black, brown leather, one owner, 22,000 miles, H.M.V. radio, heater, car has just been overhauled by makers, guaranteed; £950.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [8432

950 gns.—Lea-Francis October, 1948 (Earls Court Show model), 14hp sports 2-seater, British racing green, fawn leather, inbuilt headlamps, one private owner, small mileage, spare unused, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8659

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [8983

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8570

LINCOLN

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Lincoln Continental saloon, colour maroon one of America's most expensive cars costing approximately 5,000 dollars

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln.—Wembley 3903 [7015

LLOYD

DICKS CAR SALES offer:—

1949 Lloyd sports tourer, 5,000 miles only, definitely as new; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [7375

LLOYD roadster, 1949, excellent condition 11,000 miles; £430.—Dawson, Leytonstone 4245. [8067

1949 (Aug.) Lloyd model 650 sports Roadster 6hp, as new condition throughout, extras, small mileage, cost £500; 1 only offered at £445, immediate delivery.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7877

MERCEDES-BENZ

VARIOUS Mercedes-Benz models for sale. Also interested in buying.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8836

TYPE 500K supercharged 4-5-seater drop head coupe in red leather, ex-storage, titled owner, engine as yet untouched, condition as new; £1,075.—Col. Jacot, 27, Pomp St., S.W.1. Sloane 7674. [8289

540K supercharged Mercedes-Benz d.h. 4-str. coupe, blk, green leather, certified mileage 9,642, 1 owner, not licensed since 1939, delivery would be given at Mercedes works, Grosvenor Rd., London, S.W.1.—Enquiries J. Silver, c/o Mercedes, Tel. (London) Speedwell 0796, or (Manchester) Tel. Didsbury 4468. [8080

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144 [8550

M.G.

CAR MART, Ltd.

M.G. 1¼-litre 1949 saloon, 3,000 miles; £1,150.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8233

ELITE MOTORS offer

1937 M.G. T.A. 2-seater completely recellulosed in black, red leather upholstery, excellent performance, very good all-weather equipment; £365

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (four lines). [7665

WOODBAIN CARS offer:—

£195.—M.G. Magnette 12hp 4-seater, goes well, excellent weather equipment, series NA.

£155.—M.G. Magna 12hp open 4-seater, very smart, maroon, weatherproof and sound throughout.

£95.—M.G. Midget 8hp sports 2-seater, a really beautiful little runner; another at £80.

MANY other M.G.s in stock.—Woodbain Cars, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. [7576

WARWICK WRIGHT, Ltd., offer:—

1948 M.G. 1¼-litre saloon, black, beige leather, 9,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8506

1949 M.G. T.C. 2-seater, 4,000 miles only, luggage carrier and tonneau cover.

RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952. [8534

M.G. 8hp 4-seater sports; £225.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [8478

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3348

1938 M.G. T.A., exceptional condition, overhauled, new batteries, private sale; £330.—Tel. Pollards 5332. [8616

1938 1½ M.G. saloon, immaculate condition, only wants seeing; £400 or near.—Jolly, Princes St., Ulverston. Tel. 2238. [8078

JARVIS & SONS, Ltd., offer 1939 1¼-litre tourer, black with blue leather upholstery; £525.—Morris House, Morden Rd. S.W.19. Liberty 4656. [8515

M.G. T.C. 1949 (April), 8,200 miles, perfect, one owner, must have larger car; offers around £695 or exchange.—Skidmore, Western 4154. [8744

SUPERCHARGED 1934 J4 Midget, black-green, exceptional condition; £375.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8350

£295.—M.G. Magnette open 2-seater, just completely overhauled and recellulosed, new hood, tonneau cover, etc., car really as new.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 3961. After 6, Tulse Hill 4755. [7756

1947 M.G. T.C. two-seater, black, red upholstery, exceptionally nice condition; £575.—Peter Guest, Ltd., Gaywood, Kings Lynn. Tel. 4129.

1946 M.G. Midget, very good condition, many extras; £575.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [8614

1938 (July) 1½-litre V.A. tourer, exceptional condition, recellulosed, reconditioned throughout, new hood, sidescreens, Rotoflos; nearest £390.—Box 6376. [7185

1938 M.G. 1½-litre saloon, choice of two; green, £475; black, £550; both very good cars.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [8449

WALTER SCOTT, Ltd.—1937 M.G. T.A. two-seater, black, excellent throughout; £345; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [7463

M.G. 1½-litre, V.A. type, registered March, 1938, recently overhauled and fitted with Tickford drophead coupe, good tyres.—Arlington Motor Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. [8188

PERFORMANCE CARS, of Daleham Mews, Belsize Lane, N.W.3 (Hampstead 1111), offer with 3 months' written guarantee (owing to increase in staff, will be pleased to accept all written enquiries):—

1937/9 T.A. 2-seater; £340; 1940 T.B. 11hp 2-seater; £400; 1935 N.D. Magnette 2-seater, 95 mph; £345; 1931 M-type coupe; £75; a constantly changing selection of M.G. cars available at all times. [8813

T.A. 1937, black, green leather, 1 lady owner since 1938, new engine, hood and screens, 2,000 miles back, generally in perfect condition; £400.—Harvey-Gibbs, Eastcote Lane, Hampton-in-Arden, Warwickshire. Hampton-in-Arden 282. [8167

1936 M.G. Magnette sports 4-seater, black/green, green leather upholstery, completely overhauled, less than 20 miles since rebore, absolutely immaculate; £450. H. A. Saunders, Ltd., 326/330, Euston Rd., N.W.1. Euston 4511. [7742

1939 M.G. 2.6 20hp sports saloon in brown with fawn hide upholstery, very attractive car with outstanding performance; terms and exchanges.—Taylor Motors, 443, Purley Way, Waddon, Croydon, near aerodrome. Croydon 6225. [8737

M.G. 1½-litre sports 4-seater, 1939, in perfect condition throughout, new covers, side curtains, tyres, etc., any trial or inspection by appointment, genuine car (private); best offer over £475.—Goldsmith, Oaken Grove, Maidenhead. Tel. 2019. [8160

FOR sale privately; 1937 1¼-litre M.G. saloon, car maintained regardless of cost and will be found faultless; interior and exterior unmarked and mechanically perfect; for appointment to view and further details: Box 6481. Good reason for sale. [8055

295gns.—M.G. Midget, 1936, 9hp, P.B. Airline coupe, mauve and red, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8660

£454.—M.G. 1½-litre sports 4-seater, most genuine we have recently owned; literally tiny mileage, interior immaculate, original carpets, gear box dead quiet, rare example.—Lambs of Wood Green, Finchley Show Rooms, 421, High Rd., N.12. Finchley 6221. [8771

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 604. [0948

D.C.S.

THE M.G. buyers.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [7380

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

CYRIL SHEPPARD requires:—

M.G 1¼ saloons.—102, King's Rd., Reading 2712. [8000

URGENTLY required, good pre-war M.G.—Hatfield, 154, Great Titchfield St., W.1. Langham 0012. [8693

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [8148

URGENTLY required, low mileage 1948-9 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6396

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7447

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0385

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [1841

M.G. engine, axle, gearbox, reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets; wire wheels supplied and repaired, road springs new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (station), S.W.19. Liberty 3083. [0433

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 983. [0349

MINERVA

MINERVA 7-seater saloon 1930 model, in very good condition; £75.—Apply 117, Pomeroy St., New X, S.E.14. [8825

MORGAN

MORGAN 4/4, 1937, excellent condition, 3,000 miles since rebore, crank regrind, brakes relined, fitted 1949 I.F.S.—Mudford, Sloane 4631. [8303

MORGAN 4/4, late 1938, exceptional appearance performance, £165 makers' overhaul Feb., 1949, any reasonable trial; £325 or nearest offer.—Box 6418. [7513

Morgan Cars Wanted

R

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

CASH immediately for good Morgan.—H. F. Edwards, 154, Great Titchfield St., W.1. Langham 0012. [8691

RAYMOND WAY, the hire purchase specialists are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal 0570 [0728

MORRIS MINOR

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Morris Minor, 5,000 miles; £745.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [8465

1949 Morris Minor, finished maroon, under 1,500 miles.

RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952. [8537

MINOR tourer, 1950 type, grey, low mileage, as I mostly use for shopping, engineer maintained, in immaculate condition.—Box 6468. [7916

£140.—Morris Minor 2-seater, recellulosed, new hood; bargain.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8446

1949 (Aug.) Morris Minor saloon, grey, guaranteed 5,000 mls., as new; £750.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7904

1949 Morris Minor saloon, beige, beige upholstery, 5,300 miles only, spare unused, a specimen car; £755; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8275

95gns.—Morris Minor, 1934, 8hp de luxe saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8669

Morris Minor Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320 Euston Rd., N.W.1. Euston 1212. [0716

MORRIS MINOR wanted, in good condition.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [8012

MORRIS EIGHT

J. CORYTON, Ltd.

1947 Morris 8 2-door saloon, black, very clean and well maintained.

139-149, Fulham Rd., South Kensington. Ken. 1410. [7663

J. CORYTON, Ltd.

1948 Morris 8 4-door saloon, green-black with brown upholstery, exceptionally clean and small mileage, licensed.

139-149, Fulham Rd., South Kensington. Ken. 1410. [7661

1936 Morris 8 2-seater, sound and clean; £185.—Below.

1935 Morris 8 saloon, carefully maintained, nice order; £185.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8445

LATE 1935 Morris 8 saloon, 4-door, sunroof, very clean; £215.—King's Motors, 1, High St., Hounslow, Tel. 3532. [8210

1948 Morris 8 saloon, black, speedometer 16,000, 4-door, in showroom condition throughout; £625. Also

1938 Morris 8 saloon, 2-door in good condition; £325.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7969

1938 Morris 8 sun saloon, very good order; £295.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [3948

1948 Morris 8 4-door saloon, black, 8,000 miles; £675.—L. F. Dove, Ltd., 111—115, Addiscombe Rd., Croydon. Addiscombe 3066. [7394

£210.—Series I Morris 8, 4-seater, very clean and genuine condition, excellent hood, side curtains, etc.—Alton Garage, "The Alvis People," 17, Brook Mews North, Craven Rd., Padd. 3952 & 4710 [7780

BRUTONS, Ltd., offer: 1939 Morris 8 2-door saloon, black, sun roof, reconditioned engine, clutch, etc., and in showroom condition, taxed; £375.

14, Oster Mews, Emperors Gate, S.W.7. Western 1242. [7836

1947 Morris 8 four-door de luxe saloon, black with brown leather, 14,000 miles only, as new throughout; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [8706

195gns.—Morris 8, 1935, 2-seater, black, green upholstery, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8661

JARVIS & SONS, Ltd., offer 1939 2-door s/h saloon, fitted with factory replacement engine, reconditioned chassis, resprayed, £450; also 1947 2-door saloon, 16,000 miles, £595.—Morris House, Morden Rd., S.W.19. Liberty 4656. [8512

1946 (Sept.) Morris 8 4-door de luxe saloon, showroom condition, low mileage, taxed for year, £495; 1939 (April) Morris 8 2-door de luxe saloon, low mileage, exceptional condition, £375.—348, King St., Hammersmith. Riverside 2837/8. [8715

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2778

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

CAR MART, Ltd.

MORRIS 10 1948 saloon, 5,000 miles; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8234

S. G. SMITH (MOTORS), Ltd., offer:—

1938 Series III Morris 10 saloon, car is fitted with reconditioned engine which has only run 100 miles, new tyres all round, resprayed in black; £350.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [8464

1947 Morris 10, black and brown, low mileage; £550.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [8459

1937 Morris 10, in very nice order throughout; £275.

1941 Morris 10, in original immaculate condition, mechanically very good; £450.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [8280

£398.—Morris 10 1939 4-dr. sln., body work and interior really excellent, three new tyres; choice of 4, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube). [8090

£350.—1938 Morris 10 de luxe saloon, brown hide, very clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8784

1939 Morris 10 saloon, very clean condition; £395.—Barnes Garages, 315, Finchley Rd., London N.W.3. Hampstead 2221. Mai. 1627. [8473

1948 Morris 10 fawn/grey saloon, brown leather, 10,500 miles, as brand new; £695.—Jones, "Midcroft," Greenway, Rumney, Cardiff 9213. [8619

JARVIS & SONS, Ltd., offer 1948 July, 8,000 miles only, Pye radio, one owner, on half rate tax; £765.—Morris House, Morden Rd., S.W.19. Liberty 4656. [8513

1948 Morris 10 4-door saloon de luxe, finished black, as brand new; £750.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [7964

£210.—Morris 10 1936 saloon, very nice throughout, exceptional mechanical condition, 3 months' guarantee.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8722

Morris Ten Cars Wanted

I REQUIRE post-war Morris 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2779

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0857

RAYMOND WAY, the hire purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

MORRIS TWELVE

BROWN'S for Morris.

1938 Morris 12hp saloon de luxe, immaculate condition; £375.—Brown's Garage. Loughton (Essex) 4119 (Tube). [7581

'37 Morris 12/4, immaculate; £275.—King's Motors, 1, High St., Hounslow. Tel. 3532. [8214

L. F. DOVE offer 1937 Morris 12 saloon, one owner since new; £325.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [8274

1939 Morris 12hp saloon, engine just reconditioned; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8262

£320.—Morris 1937 12 saloon, immaculate throughout, 3 months' guarantee.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8721

MORRIS coupe 1933 11.9hp, new reconditioned engine, new tyres, battery and hood, receipts available for work costing £130, taxed and insured till Dec.; £125.—Box 6487. [8057

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

ARCHIE SIMONS & Co., Ltd.—1938 (Dec.) Morris 14 saloon £325; 1938 Morris 8 saloon, £275.—94, Great Portland St., W.1. Lan. 1343. [8306

£185.—1937 Morris 14 de luxe saloon, black, good runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8794

360gns.—1939 Morris 14hp 4-door de luxe sun saloon, black, brown leather, rear opening locker, superb condition; £125 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [8481

MORRIS OXFORD

CAR MART, Ltd.

MORRIS OXFORD 1949 saloon, 5,000 miles; £1,085.—M. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8235

MANN EGERTON & Co., Ltd., offer:—

1949 Morris Oxford saloon, black with beige leather upholstery, 9,000 miles, immaculate condition throughout; £995.

14, Berkeley Street, London, W.1. Regent 2073. [8343

1949 Morris Oxford saloon, black, beige leather, 6,000 miles only.

RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952. [8539

1949 Morris Oxford saloon, grey, beige upholstery, 11,000 miles as new.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [7786

1949 (July) Morris Oxford saloon, green, 3,800 miles only, this car is virtually as new; £1,035.

R. C. WIMBUSH, Ltd., 312, Earls Court Road, S.W.5. Fremantle 8401. [7453

MORRIS OXFORD 13.4 1949 saloon, mileage 11,500 perfect condition, offer.—Address, 2295, Wm. Porteous & Co., Glasgow. [8294

4600 miles.—1949 (Aug.) Morris Oxford saloon, black.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [8392

1949 (September) Morris Oxford, maroon, 2,000 miles; £1,015.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8286

JARVIS & SONS, Ltd., offer 1949 (March), 12,000 miles, platinum grey, fitted heater and demister; £975.—Morris House, Morden Rd., S.W.19. Liberty 4656. [8514

95 gns.—Morris Oxford 20, 1935 model, de Luxe 4-door saloon, dark blue, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8662

Morris Oxford Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

MORRIS SIX

TOM GARNER, Ltd., offer:—

1949 Morris Six saloon, black with beige leather, 5,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8120

WARWICK WRIGHT, Ltd., offer:—

1949 Morris Six saloon, platinum grey, beige leather, 5,000 miles; £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8507

1949 Morris Six saloon, negligible mileage, as new.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8528

CHARLES RICKARDS, Ltd., the house of standing and repute.

1949 (August) Morris Six saloon, black, one owner, 5,000 miles, absolutely as new; £1,175.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [8140

MORRIS MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1949 Morris Six saloon, maroon, 8,000 miles, new condition.—Below.

GORDON CARS (LONDON), Ltd.—1949 Morris Minor roadster, grey, 7,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8413

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes (Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

MORRIS 21hp saloon, 1936, overhauled mechanically from A to Z, body excellent, no rust anywhere, if resprayed this car would be practically as new; price £250 or nearest offer.—Apply Transport Officer, Associated Electrical Industries, Ltd., Aldermaston Court, Aldermaston, Berkshire. Woolhampton 2244. [8112

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0624

F. L. CRANMORF, Potters Bar, requires Morris cars for cash.—Tel 2040 Potters Bar. [9672

SIMPSON S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris Wembley 3903. [8001

CASH immediately for good Morris.—H. F. Edwards, 154, Great Titchfield St., W.1. Langham 0012. [8692

SELL your Morris to us; post-war cars, all models, urgently wanted.—Offord, 67, George St., W.1. Wel. 6899. [4885

CASH buyers of low-mileage Morris Minor, Oxford and 6; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

CHARLES RICKARDS, Ltd., wish to purchase good post-war Morris cars.—56, Bayswater Rd., W.2. Paddington 1820. [8146

JACK OLDING, Ltd., 8-10 North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

WE are cash buyers of all Morris post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [6881

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [8147

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks, 85, Queen's Rd., Brighton. [0384

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Morris spares; sales and service.—209, Balham High Rd., S.W.17. [0521

NASH

NASH Ambassador 6 1939 coupe with dickey, fine condition; £375.—26b, Belgrave Rd., S.W.1. [4982

OLDSMOBILE

1937 Oldsmobile saloon, superb order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8525

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Oldsmobile Futuramic de luxe saloon, colour maroon, very low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1936 6-cyl. Oldsmobile saloon in really good order; £325.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. [0115

1940 Oldsmobile sedan, l.h.d., splendid condition; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8559

1947 Oldsmobile 4-door saloon, first registered 1948, hydramatic drive, radio, heater, etc., low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [7687

1939 Series 70 Oldsmobile saloon, completely overhauled at a cost of £250 including resleeved engine, radio fitted, wonderful bargain; £475.—Walton-on-Thames Motor Co., Ltd. Walton 200. [8386

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service: 2, Lexington St., W.1 (Gerrard 8600). Spare Parts: Kensington Place, Campden Hill Rd., W.8 (Park 8611). [0576

OPEL

265 gns.—Opel Olympia, reg. Apl. 1941, 1½-litre saloon, maroon, brown leather, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Opel Cadet, Dec., 1937, 12hp saloon, maroon, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8663

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 5664. [6099

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251.

PACKARD

SIMPSON'S MOTORS offer:—

1947/8 Packard Clipper, right-hand drive, 4-door saloon, radio, heater, loose seat covers, beautiful appearance, genuine low mileage, post-war car.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [8546

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face-forward occasionals; £725.

1939 Sedanca de Ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 Packard 30hp saloon, genuine 16 000 miles from new, spare unused, one owner; £965.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [8519

1935 Packard super 8 saloon, excellent condition; £250.

1937 Packard model 120 saloon, good condition; £325.

ALBEMARLE MOTORS, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [8278

1937 Packard 120 Club saloon, 52,000 miles; £345, exchange considered.

ERIC HAYES Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [8532

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

1947 Packard Clipper, 4-dr. saloon, 12,000 miles, overdrive, radio, heater, etc.—Syd Abrams, Ltd., Bro. 2254/5. [5591

1938 Packard 8 foursome drop head coupe, laid-up four years, perfect, privately owned.—Apply Leigh-on-Sea 78208. [7507

1937 Packard 8, black, one owner, taxed, recently overhauled, excellent car; £375.—Cunningham 1191. [7341

1948 super 8 Packard, 4-door saloon, radio, heater, 14,000 miles only.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [8277

1937 Packard Super 8 black saloon for sale, bodywork and interior is absolutely immaculate, the performance is superb and is all that may be expected from a precision-built engine; £725.—Bushell, Camberley 1498. [8177

£500.—Packard saloon, in very nice condition, finished gunmetal, with cream Bedford cord upholstery, first regd. 1949, £10 tax; sell, or will exchange for Super 8 limousine, must have division and occasionals.—Eltham 6240. [6850

W. J. REYNOLDS (MOTORS), Ltd., Main Ford & Fordson Distributors, have pleasure offering from our huge stock of used cars of all type, a Packard drop head foursome 1938, fitted with reconditioned 6-cylinder engine, good hood, tyres, etc.; £550.—Ford House, New Rd., Dagenham. Tel. Rainham 770 (8 lines).

LIMOUSINES 1939 Super Eight, partition, widest occasionals, black, private, mileage 42,000, another similar, genuine 28,000, (unused 10 years), reasonable cost.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. 2941-Mayfair. [8380

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. [8009

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9634

1935-6 Packard super 8 limousine, must be in first-rate order and condition.—Mallinson's Motor Tours, Windermere. [7188

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square Mayfair-2941. [8371

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4351A

PLYMOUTH

SIMPSON'S MOTORS offer:—

1947 registered Plymouth de luxe, right-hand drive, heater, loose seat covers, post-war car, immaculate condition.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [8543

PONTIAC

DICKS CAR SALES offer:—

1947 registered 48 Pontiac drop head coupe, numerous extras, fitted electric hood, radio, air conditioning, terrific performance, 12,000 miles only; £1,550.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [7376

SIMPSON'S MOTORS offer:—

1948 registered Pontiac, radio, heater, post-war car, immaculate condition.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) Wembley 3903. [8545

PHILIP RICKARDS, Ltd offer:—

1948 Pontiac sedan, left-hand drive, blue, perfect.—4, Brick St. Park Lane, London, W.1. Grosvenor 4772-3. [8099

JOE THOMPSON (MOTORS) Ltd., offers:—

1949 Pontiac saloon, small mileage, right-hand drive.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

Pontiac Cars Wanted

PONTIAC.—Wanted, set of front suspensions for 1936 Pontiac.—Box 6470. [7918

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

1100 cc Kieft, 5th F.T.D. Prescott, fitted latest J.A.P. engine, complete ready to race Castle Coombe, etc., possibility purchaser drive Goodwood; £625.—Michael Christie, Haddenham, Bucks.

COOPER 1949, perfect condition, fitted with 500 c.c. J.A.P. engine, Norton gear box, long-range fuel tank, etc., suitable to take 1,100 c.c. engine, complete with special Cooper trailer; £650; can be seen by appointment.—Tye, 96, London Rd., Sevenoaks, Kent.

RAILTON

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753.—All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. [5814

1937 Railton foursome drop head coupe moderate mileage, immaculate condition; £425.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [8283

Railton Cars Wanted

28 hp Railton saloon or coupe wanted privately; state condition, date of registration, and price.—Stanton, 39, Holland Park Mews, London, W. [8828

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656

CAR MART, Ltd.

RENAULT 8hp 1949 saloon, 5,000 miles; £645.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8236

WIMBUSH offers:—

760 cc Renault rear engine model, 6,000 miles by one careful owner, beautifully kept, blue with cloth upholstery; £715.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [8438

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

RENAULT 1939 26hp 6-str. saloon, black, reconditioned; £395.

1938 12hp saloon de luxe, blue; £325.

1938 12hp saloon de luxe, green; £310. [0126

1939 Renault 18hp saloon, in very good condition throughout; £295.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8608

MAYFAIR GARAGES, Ltd.—1939 9hp de luxe saloon, fawn, good tyres, smart car, in well maintained condition throughout, 3 months' guarantee; £275.

MAYFAIR GARAGES Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-1. [7459

295 gns.—Renault 12, 1938, 4-door saloon, dark blue, leather upholstery, good tyres, carefully used, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8664

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), purchase all models. [0127

RILEY

BROWN'S for Riley.

1946 Riley 1½-litre saloon de luxe, immaculate condition.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7578

DICKS CAR SALES offer:—

1940 Riley 12 saloon, really well kept, definitely unmarked; £525.—Below.

1938 Riley 16 saloon, fitted overdrive, amazing performance; £525.—Below.

1936 Riley Adelphi 12hp saloon, genuine bargain; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [7373

TOM GARNER, Ltd., offer:—

1949 Riley 1½-litre saloon, black with green leather, heater, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8121

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 2½-litre saloon; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

1936 Riley Adelphi saloon, well maintained by enthusiasts; £325.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [7247

SOSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

95 gns.—Riley 9, 1929, 4-door saloon, black, maroon wheels, leather upholstery; terms, exchanges.—Rowland Smith, below.

395 gns.—Riley Ulster Imp, 1934 9hp special sports 2-seater, light blue, blue leather, close ratio gear box, manual change, racing carburettors and magneto, outside exhaust, new Dunlops, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8665

1949 Riley 2½-litre saloon, 9,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8330

GORDON CARS (LONDON), Ltd.,—1949 Riley 2½-litre saloon, black/red leather, immaculate.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8414

1947 2½-litre saloon, black/red upholstery, exceptional condition; £1,125.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [8362

1947 September, Riley 1½-litre black saloon, brown leather, excellent condition throughout.—Edwin Uttley & Sons, Beech Hill Mills, Halifax. (Tel. 2542). [8304

1948 Riley 2½-litre saloon, supremely beautiful condition; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [8424

ROSE & YOUNG, Ltd., offer 1937 Riley 1½-litre Kestrel saloon, black, green leather; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [7653

PERFORMANCE CARS, of Dalcham Mews, Belsize Lane, N.W.3 (Hampstead 1111), offer with 3 months' written guarantee (owing to increase in staff, will be pleased to accept all written enquiries):

1932 rebuilt 9hp 4-seater; £125; 1934 Riley 14/6 Kestrel, 3 carbs.; £190; nothing else at time of going to Press. [8814

1947 Riley 1½-litre, one owner, absolutely immaculate, small mileage; black with red leather; taxed year; offers over £900.—Spring Cottage, High Street, Charing, Kent. Maidstone 4450. [8636

£185.—Riley 9 Monaco de luxe 4-door saloon, cream, single carb., very fast, v.g. condition, 30 mpg.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8216

1950 (October, 1949, delivery) 2½-litre Riley roadster, black and red, mileage 3,000, used only summer months, faultless condition, free of covenant middle of October.—Offers Capt. Clark, Glen Cottage, Great Glen, Leics. [8076

RILEY 2½, 1947, 25,000 m., black with red upholstery, fitted H.M.V. radio, immaculate condition, recently overhauled and renovated throughout; genuine offer, open any test; £1,250; no dealers; can be seen and tried any day by appointment.—Tel. Worthing 2440. Ref. Wel. [7061

1948 (Jan.) Riley 1½-litre saloon, black, all brown leather, 16,000 mls., as new, £1,075; 1947 (June) Riley 1½-litre saloon, black, all red leather, 17,000 mls., radio, £950; 1946 (Nov.) Riley 1½-litre saloon, black, all green leather, 21,000 mls., perfect, £900; 1947 (Oct.) Riley 2½-litre saloon, black, all brown leather, 25,000 mls., £1,100.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel 1681. [7908

Riley Cars Wanted

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THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

RROWLAND SMITH'S, the Riley buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0983

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THE Riley buyers.

DICKS CAR SALES, 395-401, High Rd. Kilburn, N.W.6. Maida Vale 6868-9. [5730

CYRIL SHEPPARD requires:—

POST-WAR Rileys.—102, King's Rd., Reading 2712. [8006

GUY SALMON AUTOMOBILES, Ltd.

URGENTLY required 1937/8 Kestrel, Falcon or Adelphi saloon, good price for good car.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8523

CASH immediately for good Riley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8696

CASH buyers of low-mileage 1½-litre Rileys, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8320

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [8149

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialist, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [6966

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7395

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ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOOS & PORTER, Ltd.,

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RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the Country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446 [0092

RILEY 12hp 4 cyl, Zenith twin carbs, as new, with manifolds, £7/10; Cross flow head type twin inlet manifold, new, £1/10; rear spring, re-tempered, £2; Lucas vertical mag, 4 cyl, new, £7/10.—237, Brooklands Rd., Baguley, Manchester, Lancs. Tel. Orm. 3156. [8822

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1931 40-50hp Rolls-Royce, originally fitted with full length 4-door, 4-light body by Windover, front part original, rear section has been modified for carrying goods, colour dark green and black and brown, leather upholstery; has been on C licence.

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1939 Wraith touring limousine, suede green with tan leather, electric sliding head and division, small mileage.

1937 Phantom III 7-seater limousine by Rippon, black with fawn West of England cloth, very small mileage.

1936 touring limousine by Rippon.

1935 Phantom II drop head coupe by Gurney Nutting, excellent condition.

1934 25hp 4-door sports saloon by Rippon.

1930 25hp 7-seater limousine by Rippon.

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1936 25/30 owner-driver saloon, body by Barker, grey and blue, recently overhauled, immaculate throughout.

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PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

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PHANTOM III Rolls-Royce sports saloon by Park Ward, black with blue leather, first registered August, 1937.

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20-25 Rolls-Royce with division by Park Ward, black with blue leather, first registered April, 1933; £925.

DETAILS of new and used Rolls-Royce cars for reasonable delivery on application.

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1939 Rolls Wraith four-light, razor edge saloon with disappearing division and built-in boot by Windover, black with black leather in front and cloth at rear, mileage 33,500, in beautiful condition throughout.

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1936 Rolls-Royce saloon with partition body by H. J. Mulliner, black, brown leather upholstery, very low mileage; £1,550.

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1930 25hp T. and M. small foursome coupe.

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RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.

1935 20-25hp Rolls-Royce sports saloon with boot, a really delightful motor car, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 8388. [8468

1937 Rolls-Royce Phantom III sports saloon, built-in boot; £1,750.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8729

ROLLS-ROYCE 1932 cabriolet for sale, good condition; price £600.—Box 6469. [7917

1924 20-22 Rolls-Royce limousine, good order, taxed December; offers.—Box 6538. [8130

ROLLS-ROYCE Phantom III 1938, under 30,000 miles, Mulliner saloon, exactly as new; £2,750.—Box 6584. [8674

1926 Rolls-Royce 20 2-3-seater coupe with dickey seat.—Offers to Jenners Garages, Ltd., Westgate. Tel. 164. [8094

OWNER-DRIVER 1934 Phantom Rolls 4-door Barker Sports Saloon, bucket seats, leather, capacious boot, attractive lines. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8585

CAR MART, Ltd.

ROLLS-ROYCE 1939 Wraith 7-seater limousine by H. J. Mulliner, 36,000 miles; £2,650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8237

PHANTOM III 1936 sedanca 31,000 miles, one owner, privately owned, R.-R. service.—Alexandra Garage, Old Barrack Yard, S.W.1. Slo. 4121. [8623

1929 40/50 Phantom I Rolls-Royce, Thrupp & Maberly 2-door close-coupled body fitted with Perkins 4 diesel engine, 32 mpg; offers?—Box 6130.

ARCHIE SIMONS & Co., Ltd.—1935 Rolls-Royce 7-passenger limousine by Windover, leather throughout; £1,295.—94, Gt. Portland St., W.1. Lan. 1343. [8307

1939 Phantom III, 16,000 miles, virtually new Hooper semi-razor edged owner-driver saloon, outstanding appearance, every modification.—Box 6204. [6955

1931 Phantom II Thrupp sedanca, in really outstanding condition, modern lines, taxed year; £475.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [7876

ROLLS Phantom II, Gurney Nutting sports saloon, excellent order, well maintained; £550.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. [5273

LIMOUSINES.—20/25hp and 25/30hp Hooper limousines, mileages all under 40,000, not ex-hire, from £1,200.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3560. [7275

1938 Rolls-Royce 25/30 saloon by Mulliner, supremely lovely car; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [8423

1936 30hp Rolls-Royce 4-door Mulliner owner-driver saloon, all accessories, excellent condition, through R.R. workshops last year, 60,000 miles; seen London; £1,750.—Box 6488. [8059

LATE 1934 Phantom II drop head coupe, large rear boot, 21,000 miles, mechanically perfect and beautiful coachwork, taxed December; £1,200.—Hutchison, Whitewaysend House, Farnham, Surrey. [8628

1933 Phantom 2 Rolls-Royce, one titled owner, 90,000 miles, owner-driver saloon; £575.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [8107

HEARSE Phantom Rolls, swept tail, 6-bearer, chromium radiator, uplift rear door, 6-wheels, discs, winding bier, good order. Needs painting. £340. Priest, 2, Providence Court, Grosvenor Square, W.1. [8382

1935 20-25 close coupled Rolls-Royce sports saloon by Gurney Nutting, finished in black with grey leather upholstery and disc wheels, very modern looking car with capacious rear boot; £1,500.

1934 Phantom II Rolls-Royce 7-passenger Sedanca de Ville by Barker, finished in black with cloth upholstery in rear compartment, leather in front, disc wheels, a magnificent vehicle in excellent order; £850.—Offered by Clarke's of Pirbright, officially appointed retailers and repairers of Rolls-Royce and Bentley cars. Tel. Brookwood 2201-2202. [8104

1937 Rolls-Royce 25/30 owner-driver saloon, mileage 42,500, black, grey hide, magnificent condition throughout, £1,500, photograph available.—Ferrington & Clews, Ltd., 307, Walsall Rd., Birmingham. [6782

1936 20/25hp Windover saloon/limousine, disappearing division and s.f. occasions, blue cloth to rear, blue leather front, 40,000 miles; £1,500.—Viewed by appointment at 50, Horton View, Banbury, Oxon. [7905

1928 Rolls-Royce 20-22hp coach-built saloon, body by Windover, one owner, in new condition having been carefully maintained the whole time; price £475.—Kingston Hill Motor Works, Kingston Hill, Surrey. Tel. Kingston 3116, or after 6, 8249. [8584

950 gns.—Rolls-Royce, 1935, 20-25hp Thrupp & Maberly 7-passenger double enclosed limousine, black, swept tail, upholstered front leather rear cloth, sliding partition, face forward occasional seats, Ace discs, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

950 gns.—Rolls-Royce, 1934, 20-25 Thrupp & Maberly foursome drop head coupe, grey, grey leather, Ace wheel discs, Lucas spotlight, unworn tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8666

1936 model 25hp Rolls-Royce (first licensed October, 1935) 4-door sports saloon, black with brown hide upholstery, fitted with ride control, engine overhauled July, 1950, good tyres, this car is one of the most beautiful to be seen on the road; can be seen by appointment Preston; photograph on request; £1,195, no offers.—Box 6541. [8156

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LIMOUSINES 1935 (ride control) 25hp Hooper (swept tail) widest occasionals, black, 42,000 (unused 10 years).

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A & S urgently require Phantom II also Phantom III saloons, also 7-str. Limousines. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8372

PARK GARAGE (MOLESEY), Ltd., wish to purchase all types of Rolls-Royce cars.—Hampton Court Way, Molesey. Tel. 4371. [8205

ROLLS-ROYCE 1930 20hp saloon required; must be good condition.—Baylis, 27, Metchley Park Rd., Edgbaston, Birmingham. [7228

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon. Liberty 2494. [6696

20/25 Rolls-Royce saloon urgently wanted for my own use.—Stuart Wilton, 353, Finchley Road, London, N.W.3. Hampstead 5712 and 8532. [8556

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7457

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SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8368

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork, for all Rolls-Royce and Bentley models.—Central Garage, Tel Cro. 7464. [1997

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [3048

ROVER 10

1946 Rover 10 4-door saloon, black, brown upholstery, 29,000 miles.—Tel. Warwick 401. [8169

1936 Rover 10 saloon, one owner, really amazing condition; £295.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [7608

1947 Rover 10 4-door saloon, almost unmarked inside and out, speedometer recording 15,000; accept £985.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5228

ROVER 12

1947 Rover 12 saloon, low mileage, excellent condition.

RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952. [8538

£525.—1938 Rover 12 sal. black/green hide upholstery, engine recently reconditioned, good tyres, immaculate condition throughout.

MAKIN & HARRISON (MOTORS), 492 A, High Rd., Chiswick. Chiswick 0558/2619. [7683

1947 (December) Rover 12, one owner; £1,050.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [8269

1940 Rover 12 saloon, black, exceptional condition throughout; £610.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8439

1947 (May) Rover 12 sal., 12,000 miles, black/brown, radio, many extras.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8179

57000 miles only, 1935 Rover 12 de luxe saloon, 1 owner, original condition throughout, except for rebore, black, green hide upholstery, taxed year; £365.

TIMMS MOTORS, Cotinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 8667. [8260

NAYLOR & ROOT, Ltd.—1948 Rover 12 4/5-seater tourer, dark green, immaculate condition, most attractive appearance, any trial; £995.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each weekday, including Saturday. [8731

£650.—1940 Rover 12 sports saloon, black, green leather interior, relatively low mileage, one owner, really first-class car in every respect and fully up to Rover standard; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [8472

ROVER 14

COACHCRAFT offer:—

£395.—1938 Rover 14 4-door saloon de luxe, very good mechanical order throughout and ready for immediate use without further outlay, very clean interior with blue leather, bodywork and cellulose well preserved good tyres, taxed; a carefully maintained car available for A.A or R.A.C. vetting; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8742

CEDARS GARAGE.—1937 Rover 14 saloon, black with blue leather; £445.

CEDARS GARAGE, Lee Terr., Lewisham, S.E.13. Tel. Lee Green 2920. [8750

ARCHIE SIMONS & Co., Ltd.—1939 Rover 14 saloon, col ur black; £595.—94, Gt. Portland St., W.1. Lan. 1343. [8306

£175.—Rover 14 sports saloon, superior condition throughout, 3 months' guarantee.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8724

13500 Authenticated miles.—1947 (Nov.) Rover 14 6-light saloon, indistinguishable new.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [7278

ROVER 16

LAYTONS OF OXFORD offer:—

£1350.—1948 (late) Rover 16hp sports saloon, finished in maroon with red leather, this car has done a very low mileage and has not been continuously in use, as new throughout, terms if required on £340 deposit and balance over 24 months.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3361. [8102

1938 Rover 16 saloon, excellent condition; £525.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [8467

9400 miles.—A 1947 16 Rover sports saloon, painted grey and upholstered in blue leather.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1665. [8114

1948 Rover 16 saloon, supremely lovely condition; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. 1022 Southbourne. [8422

1947 Rover 16, 4-light saloon, registered February, 1948, black, beige upholstery, Radiomobile, heater, small mileage. £1,100.—Linforth, Brambles, West Clandon, Surrey. [6812

1947 Rover 16hp, 16,000 miles only, blue cellulose, immaculate, heater, a fast and luxurious car of proved reliability; £1,050.—Carr Bros., Garages, Ltd., Purley. Up.and 4611-2-3. [8554

325 gns.—Rover 16, 1937 4-door sports saloon, grey, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8668

SUPERB 1939 Rover 16hp 4-light sports saloon, finished suede green, recently overhauled, new tyres, practically in new condition, H.M.V. radio, etc., any exam.; £595.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [7962

1938 Rover 16 interior and exterior immaculate, engine, etc. absolutely perfect, brakes just relined, fitted radio, loose covers, a car worth seeing to appreciate, genuine bargain at £510.—Connell Bros., rear of 667, High Rd., Leyton, E.10. [8281

ROVER 16hp maroon saloon, radio, heater, managing director's car, chauffeur kept, perfect condition, 30,000 miles, first registered December, 1947; £1,250 or near offer; can be seen Victoria Station.—Apply V.P.R. Ltd., 14 Lower Grosvenor Place, London, S.W.1. [7166

ROVER 20

1940 Rover 20 4-door sports saloon, fitted wireless, many extras, taxed for the year, immaculate; £775.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [8531

525 gns.—Rover 20, 1938 model, 4-door sports saloon, black, sliding head, brown leather, radio, wheel discs, windcome horns, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8673

ROVER 60 & 75

BROOKLANDS.

1949 Rover 60 saloon, black, red leather, small mileage, immaculate.

103 New Bond Street, W.1. Tel. Mayfair 8351/6. [8335

TOM GARNER, Ltd., offer:—

1948 Rover 75 6-light saloon, grey with blue leather, H.M.V. radio, 15,000 miles.

1949 Rover 60 sports saloon, black with grey leather, 12,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8122

1948 Rover 60, green with green leather, H.M.V. radio, low mileage, whole car as new; £1,250.—Orchard Lea, Boars Hill, Oxford. Tel. 85189. [7224

1948 (Dec.) Rover 75 6-light sal., 10,000 miles, black, red leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8178

1948/9 75 Rover sports saloon, wireless, heater, 11,000 miles, first registered 1950; £1,475.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [8745

1948 (June) Rover 60, H.M.V. P.B. radio, 10,000 miles, 1 owner, black, green leather.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8180

1948 Rover 75 saloon, black with grey leather, H.M.V. radio, heater, immaculate condition; £1,525.—Holgate, 4, Bankside, Ferry Road, Teddington, Kingston 7136. [8622

1949 Rover 75 sports saloon, black with red leather, fitted radiomobile, 8,000 miles, indistinguishable new; trade enquiries welcomed.—R. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [8701

1948 (June) Rover 75 six-light saloon, 9,000 miles only, H.M.V. radio, finished black, brown leather upholstery, taxed December, as new throughout, offered with written guarantee; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301 [8760

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HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
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STREATHAM (Streatham 7751).
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FINCHLEY (Finchley 0081).
GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0029

CAR MART, Ltd.
ROVER 10 1946 saloon, 16,000 miles; £895.
ROVER 12 1947-8 touring car, 5,000 miles; £1,125.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8238

COOMBS & SONS (GUILDFORD) Ltd.
OFFER:—
1948 Rover 16 black saloon, mileage 18,000, excellent condition.
1947 Rover 14 sports saloon, blue, really good car.
WE welcome any inspection.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6915

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

LAND ROVER June, 1949, one owner, taxed year; £610.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [8734

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0213

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1947, finished Rover green, superb car, condition like brand new, one owner, small mileage; £1,085.
CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1938, original finish, in clean condition, excellent runner, very good value at £450.
CAMDEN MOTORS.—Rover 14hp sportsmans saloon, 1939, most attractive condition, finished in Rover grey with stylish blue leather, engine rebored and sleeved just under 3,000 miles back, whole mechanical condition most outstanding; £625.
CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, condition not quite so exclusive as above, clean black finish and good leather interior, excellent engine and worth consideration at the price of £585.
CAMDEN MOTORS.—Rover 14hp sportsmans saloon, 1938, one owner since new, director's car, maintained regardless of cost, actual maker's complete overhaul, May, 1950, strongly recommended with every confidence; £599.
CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, tip top runner with 5 brand new tyres, clean finish and interior; £395.
CAMDEN MOTORS.—Rover 14hp sportsmans saloon, 1936, with external rear boot, rather a nice one, attractive Rover grey finish, red leather, very smart lines, good performance; £295.
CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1947 model, immaculately finished in Rover grey with interior to match, carefully maintained and driven by one owner since new, regularly serviced by County Rover Distributors, low mileage; £995.
CAMDEN MOTORS.—Rover 12hp sportsmans saloon, 1938-9, appearance would not disgrace post-war model, £85 spent on actual maker's overhaul at works (bills available), specially recommended at £595.
CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1937, original finish, nice leather interior, very sound runner; £345.
CAMDEN MOTORS.—Rover 12hp sports saloon, 1936, 4-light, 4-door model with sunshine roof, modern instruments, smart lines, excellent mechanical order; £295.
CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1947, sparkling appearance literally like brand new, use limited to pleasure motoring only on basic ration, very low mileage, fitted radio, etc., etc.; £945.
CAMDEN MOTORS.—Rover 10hp saloon, 1938-9, in excellent condition throughout, engine completely stripped down and re-assembled by Rover specialists last spring, attractive finish with blue leather; £450.
CAMDEN MOTORS.—Rover 10hp saloon, 1938, similar to above model but slightly less immaculate, moderate mileage, however, having been laid up for a period during war; £395.
CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Write for our 18-page, post-free catalogue of nearly 4,000 fully guaranteed used cars; easy and confidential hire purchase facilities; part exchanges; free delivery; showrooms open till 8 p.m. Mon.-Sat. inclusive. [8499

1948 Rover six-light saloon, colour stone grey, like new, low mileage, as new; £1,450.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [6733

Rover Cars Wanted

CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
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CAMDEN TOWN SERVICE STATION (Gulliver 4141).
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ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
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ARE probably the best buyers of really good post-war Rovers.
KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [7698

CYRIL SHEPPARD requires:—
ROVERS, all models.—102, King's Rd., Reading 2712. [8001

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6158

CASH immediately for good Rover.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8700

POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858

PRE-WAR Rover cars in good condition wanted.—Vandervella, 215, Haverstock Hill, N.W.3. Primrose 4441. [2829

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8316

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7673

ROVER car required privately; cash, price immaterial if perfect.—Kensal House, 113, Orphanage Rd., Erdington, Birmingham. [7205

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

£300 cash and 1947 Morris 10 black sun saloon, 15,000 spotless, for Rover 10 1947-48 or 60.—Letters, D., 6, Wine St., Yeovil. [7182

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7396

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76 Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton. Rover main agents. Sales and service: Wordsworth 1143

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. [7127

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors. Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

CAR MART, Ltd.
SINGER 1948 Super 10 saloon, 3,000 miles; £775.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6239

TOM GARNER, Ltd., offer:—
1949 Singer SM 1500 saloon, green with beige leather, loose covers, etc., 8,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8124

1939 Singer 10, a really beautiful car, one owner, mechanically excellent; £360.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7260

GATEHOUSE offer 1947 Singer saloon; £650.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [7717

1948 10hp saloon, black/brown, small mileage; £675.—Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [8364

1947 10hp saloon, black/brown, low mileage, exceptional condition; £650.—Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [8363

£595!—Singer Super 10 saloon de luxe, July, 1947, finished maroon, sparkling appearance, excellent mechanical condition, small mileage.—See below.
£295!—1939 Singer 9 Bantam saloon de luxe, clean-looking car, finished in black with nice brown leather upholstery, exceptional little motor mechanically, most economical but very lively engine; specially recommended.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars; easy and confidential hire purchase facilities; part exchanges; free delivery; showrooms open till 8 p.m. Mon.-Sat. inclusive. [8491

SINGER Le Mans 9hp 1936 two-seater saloon, sunshine roof, good condition; £170.—"Norwood," Nine Ashes, Blackmore, near Ingatestone, Essex. [7896

1948 11.9 Singer saloon, maroon, low mileage, excellent proposition; £650; hire purchase and exchanges.—Golly's Garage, Earl's Court Rd., S.W.5. Frobisher 0065. [7708

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041 [0986
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AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

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BLAKES,
THE Northern Sport and
RACING car specialists, offer
1939 Brough Superior 3½-litre drop head coupe, fitted with new clutch and brakes lined, body completely overhauled by us, rechromed and recellulosed beige, black hood and fawn interior; extras include wheel discs, spotlight, Mellotone horns, etc.; a really distinctive and luxurious coupe at the low price of £575.
1934 Singer 9 Le Mans 2-seater, cream and maroon, maroon hood and interior, excellent engine with twin Zenith carbs., fitted spot and reverse lights, twin wipers, full instruments, two spare wheels, etc.; £225.
1934 M.G. Midget P.A. 2-seater in red, fitted with new hood and red upholstery, rewired; extras include Notex head lights, aero screen and large diameter speedo. and rev counter; taxed for 1950; £280.
1931 Lagonda 3-litre half-panelled 4-light saloon, finished dark blue, new fabric top and roof lining; this car requires a set tyres, a battery and a starter motor, but is otherwise in sound order throughout; very cheap for quick sale at £145.
J. BLAKE AND Co., Ltd.,
110, Bold St., Liverpool.
ROYAL 6622. 'Grams. "Autocar, Liverpool." [8282

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J. H. BARTLETT offers:—
ALFA-ROMEO 17/50 supercharged 2-seater; £575; Healey sports tourer, low mileage; £1,150; Invicta 100mph, 4-seater; £575; Jaguar 1939 3½ 100 2-seater; £595; Talbot special 110mph, team car; £495; and many others.—27a, Pembridge Villas, W.11. [7599

B. & G. MOTORS offer:—
£250—A.C. 16hp 2-litre open speed model 4-seater, taxed, Andre telecontrols, large instruments, upswept wind cowls, fold-flat screen, etc., a really sound car open to A.A. or R.A.C. examination.
£180—Lagonda 2-litre 12.8hp open speed model 4-seater, taxed, British racing green, maintained by engineer enthusiast regardless of cost, 2,800 miles since Cromard liners and new standard size pistons fitted, brakes relined, drums skimmed, magneto, dynamo and starter motor reconditioned, rewired, mechanically exceptional, any examination, 2 spares, etc., etc.
£169—Alvis 12.60 beetle-back open sports 2-seater, recently recellulosed in pale blue, new chromium head lamps, engine ticks over like a little clock, a very fine example of this popular marque.
£65—Marendaz Special 12hp open sports 4-seater, blue, fitted Anzani 4-cyl. engine, in running order but requires attention, ideal for enthusiast to rebuild or as basis for special, excellent upholstery, sound hood, excellent tyres, fold-flat windscreen, radiator, stoneguard, etc.
£38—Austin 7 open sports 4-seater, rather tired looking but in running order, excellent tyres, new battery.
B. & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [7426

ROWLAND SMITH'S for sports cars.
950 gns.—Lea-Francis, October 1948 (Earls Court Show model) 14hp sports 2-seater, British racing green, fawn leather, inbuilt head lamps, one private owner, small mileage, spare unused, almost new condition; terms, exchanges.—Rowland Smith, below.
750 gns.—H.R.G., March 1947, 1½-litre Aerodynamic super sports 2-seater, maroon, large instruments, nylon plaid seat covers, unworn tyres, small mileage, carefully used, exceptional condition; original cost £1,250; terms, exchanges.—Rowland Smith, below.
395 gns.—Riley Ulster Imp, 1934, 9hp special sports 2-seater, light blue, blue leather, close ratio gear box, manual change, racing carburettors and magneto, outside exhaust, new Dunlops, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.
225 gns.—Alvis, 1931, 12-60 type special sports 2-seater, fitted 30hp Ford V.8 engine, British racing green, leather upholstery, concealed hood, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8672

S. G. SMITH (MOTORS), Ltd., offer:—

1932 Delage D8 saloon, car maroon and black, runs well; £125.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [8466

CONTINENTAL CARS, Ltd., offer:—

ALFA-ROMEO 1,500cc s.c. 2/3-seater, red; £435.

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CONNAUGHT 2-seater, successful team car, racing trim; £1,450.

PORTSMOUTH Rd., Send, Surrey. Ripley 3122/3. [7542

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3577

BENTLEY team car.—See under Bentleys. [8164

£165.—M.G. 12hp 2-seater, excellent.—Popesgrove 3341. [8713

VERITAS 130mph 2-seater; and 1949 Frazer Nash Le Mans Replica; others.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 468. [5570

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3.

FIAT 1500 coupe, 1939 model; Hotchkiss Paris-Nice coupes and saloons; Mercedes-Benz 500 and 540K Roadsters and coupes; also 1939 20hp cabriolet; Talbot 110, ex-Mike Cooper road racing 2-seater; Bugatti Grand Prix, etc.; all above in showroom condition.—Flaxman 0052. [8832

£175.—16hp 2-litre super sports O.M., as new hood, side screens, etc.

£135.—M.G. 8hp super sports 2-seater, recent overhaul, good hood, etc.

ALTON GARAGE, "The Alvis People," 17, Brook Mews North, Craven Rd., Paddington 3952 & 4710.

JIM MAYERS' Lester M.G., in excellent condition.—Enquiries to H. Lester (Cars), Ltd., Bath Road, Thatcham, Berks. [8069

£175.—Cadillac La Salle V8 29hp 2-4-seater d.h. coupe, l.h.d., first registered 1937, 1933 model, in excellent condition throughout including hood, 22 mpg.—Tel. Fro. 1784. [8058

B.S.A. Scout 4-seater, in perfect condition, recent bills for £100 seen, £300 or near offer secures as owner taking delivery of new car.—Tel. Little Gaddesden 2292 between 6 and 10 p.m. [8062

PERFORMANCE CARS, of Daleham Mews, Belsize Lane, N.W.3 (Hampstead 1111), offer with 3 months' written guarantee (owing to increase in staff, will be pleased to accept all written enquiries):—

1936 Jaguar 100 2½-litre competition 2-seater; £425; 1936 Lagonda 4½-litre Rapide saloon; £475; 1924-27 Bentley 3-litre Red Label 4-seater, by Vanden Plas; £300; 1929 Invicta 4½-litre 4-seater; £150; 1934 Alvis Speed 20 tourer, by Vanden Plas; £300; 1940 Peugeot 17hp 402B saloon; £425; 1924 Rolls-Royce 21hp chassis, drive away; £100; 1937 Renault 18hp drop head foursome; £200; 1935 Renault 14 saloon; £110; 1929 Singer 8 2-seater with dickey; £65; 1948 (rebuilt) Lanchester 10 2-seater, 75 mph; £220; 1930 Austin 7 Ulster replica 2-seater; £295; 1930 Austin 7 Gordon England 2-seater; £85; 1931 Sunbeam 18hp coupe; £95; 1934 Frazer Nash 1¼-litre T.T. replica, Meadows engine; £295; 1937 Morgan 4/4 2-seater; £275; 1931 Invicta 4½-litre, 100 mph, low chassis, 4-seater by Vanden Plas; £225; 1929 Bentley 4½-litre 4-seater by Vanden Plas; £350; 1935 B.S.A. Scout 2-seater; £195; see also under A.C., M.G., and Riley; immediate insurance, hire purchase on all cars. [8815

LEA-FRANCIS 12/40 coupe, 1927, Meadows 4ED, completely rebuilt original specification, not used since, 28-30mpg, taxed, insured; £250.—Stanley Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [8131

V8 C.S.M. Special, first registered Feb., 1949, Mercury engine, 4-speed gear box, telecontrol s/absorbers, an exceptional high performance car, finished blue; £535.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [8365

THE famous Parry-Thomas 1½-litre Brooklands car now fitted with new Mercury engine, special 2.5 axle, new Rudge wheels and tyres, low streamline body, first registered July, 1950, £10 tax; £575.—Kemp-Place, Evergreen Service Station, Stanway, Colchester 2600. [7890

£495!—Jaguar 3½-litre competition 100 super sports roadster, 1939 model, strikingly finished in metallic red with upholstery and tonneau cover to match, stoneguards, quick fillers, standard fold flat screen, optional aero racing screens, competition tyres, practically like new, superlative performance, previous owner comp. 100 enthusiast, regretfully compelled to sell for family reasons; must be seen and driven to be properly appreciated.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars; easy and confidential hire purchase facilities; part exchanges; free delivery; showrooms open till 8 p.m. Mon.-Sat. inclusive. [8496

ASTON MARTIN Ulster 1934 works team car L.M.15, has been maintained for owner by well-known racing motorist and no expense spared to make this the lightest, best turned out and almost certainly the fastest Ulster on the road, finished Alfa red, new racing tyres, polished axle, immaculate cockpit with new upholstery, special internals allow 5,500rpm with safety, ideal 1,500cc sports car class and all ready for 1951 season; full demonstration willingly; taxed; £550; owner buying Bugatti.—Broad, 103, Kineton Green Rd., Olton, Birmingham. Tel. Acocks Green 0462. [8818

FRAZER NASH-B.M.W., type 55, 1936 model, super sports 2-seater with drilled disc wheels, fold-flat screen, disappearing hood, enclosed spare wheel, etc., fitted Telecontrol rear shock absorbers, 2-litre, 6-cylinder ohv engine, with Scintilla Vertex magneto and high-compression pistons, the engine was completely reconditioned in January, since when it has done about 6,000 miles, including competing in 7 sprints and races, with absolute reliability, the whole car is in really first-class condition and is offered complete with handbook, tools, Bosch distributor and racing plugs for £595, owner is buying larger car.—J. J. Macklin, Bure Lane, Mudeford Christchurch, Hants. Highcliffe. 16 or Christchurch 112 [8171

30000 miles only, A.C. 16/90 sports roadster, silver (November, 1938), taxed December, supercharger available, car of quality with excellent performance, 1949 condition; £550; small saloon exchange with cash adjustment considered.—Stewart Landor, "The Corrie," Addlestone, Surrey. [7814

BENTLEY 4½-litre open sports 4-str., 1930, grey with red upholstery, this is as ex-John Norris car in beautiful condition and has been maintained for the last 18 months under the personal supervision of Alick Pitts, she does a genuine 90 without fuss, recently resprayed and re-wired, P100 lamps, telecontrol shock absorbers, three new Dunlops, folding-flat screen, aero screens, etc.; £750.—c/o Pitts Garage, Streetsbrook Rd., Shirley, Birmingham. Tel. Shirley 1251. [8165

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

BARTLETT, we are interested buyers of all types of sports cars.—27a, Pembridge Villas, W.11. [7602

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

ACLAND & TABOR, Ltd., offer:—

1946 Standard 8 tourer, grey with blue leather, new condition; £425.

APPLY Welwyn 481. [8684

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1947 Standard 8hp touring model, grey with blue upholstery, coachwork, mechanical condition and tyres excellent, small mileage; £435.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [8753

1947 Standard 8 saloon, in magnificent condition, nominal mileage; £525.

G & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4583. [8026

8hp d.h. coupe, 1947, grey-blue, low mileage; £545.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8352

1948 Standard 8 tourer, excellent condition; £485.—G. J. Shaffer & Co., Ltd., 120/132, Cricklewood Lane, London, N.W.2. Gladstone 3311. [7605

£275.—1939 Standard 8 saloon, black, brown interior, clean condition.—Bray Motors, 190-194, West End Lane, N.W.6. Hampstead 6490. [8792

1945 (September) Standard 8 saloon, black, in first class condition throughout; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6854

£445.—Standard 8 tourer, 1948, one owner, 16,000 miles, excellent condition throughout.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [7246

1939 Standard 8 de luxe, reconditioned engine and gear box by makers, new tyres, taxed, superb condition; £375.—8, Cumbrian Gardens, N.W.2. Gladstone 7249. [8303

STANDARD 8 coupe with radio, almost unmarked inside and out, spare unused, very low mileage; £535.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8595

1947 (July) Standard 8hp tourer, grey, blue leather, guaranteed 18,000 mls. perfect; £475.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7907

STANDARD 9

9hp saloon, 1937, grey-blue, small mileage, exceptional condition for year; £295.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8353

STANDARD 10

WADDINGTON MOTORS, Ltd., offer:—

1936 Standard 10 saloon de luxe, bargain; £235.—Fortune Green Rd., N.W.6. Ham. 2211.

1937 Standard 10hp sun saloon, maroon, recellulosed, reconditioned engine, new battery and tyres, any trial; £325.—Maycroft Motors, 24, Lynton Road, Hornsey, N.8. Mountview 4871. [8600

WALTER SCOTT, Ltd.—Late 1939 Standard 10 de luxe saloon, grey, reconditioned, not yet run-in, really excellent; £385; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914 [7464

STANDARD 12

CHARLES RICKARDS Ltd., the house of standing and repute.

1946 (June) Standard 12 saloon grey, 21,000 miles, in excellent condition throughout; £675.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [6139

1939 Standard 12 drop head coupe, black and red leather, fitted radio, very clean throughout; £445.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [8230

£425.—Standard Flying 12 sln. 1939, superb condition, independant suspension, new tyres, choice 4, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon to Sat, 9-6 (50yds. Holland Park Tube). [8086

£295.—Standard 1938 12 saloon de luxe, immaculate throughout, 3 months' guarantee.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8720

STANDARD 14

S. G. SMITH (MOTORS), Ltd., offer:—

1947 Standard 14, mileage 12,000, indistinguishable from new, truly exceptional condition, car is grey with blue leather upholstery; £775.

1948 Standard 14, mileage 12,000, indistinguishable from new, truly exceptional condition, car is grey with blue leather upholstery; £815.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [8465

1948 Standard 14hp saloon, grey blue upholstery 14,000 miles, carefully used

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 8851), and 12 Chelsea Manor St., S.W.3 (Flaxman 8181). [7788

1948 Standard 14 de luxe saloon, black, red leather, low mileage; £825.

GEORGE NEWMAN & Co., 369 Euston Rd., N.W.1 Euston 4466. [8802

1947 Standard 14 saloon, black, speedometer 24,000, car in beautiful condition; £725.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7991

1948 Standard 14hp saloon, immaculate; £795.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8607

14hp saloon, 1948, black-brown hide, small mileage; £825.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8354

1939 Standard 14 saloon, £595 or 30 monthly instalments of £15/18/8.—Cooden Eng. Co., Bexhill. Tel. Cooden 600. [8186

ARCHIE SIMONS & Co., Ltd.—1938 Standard 14 saloon, £345; 1946 Standard 14 saloon, £645.—94, Gt Portland St., W.1. Lan. 1343. [8309

1937 Standard Flying 14 de luxe saloon, taxed, guaranteed; £265; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [8577

STANDARD 14, export model, 1947, 23,000 miles, 1 owner, excellent condition, taxed to end of year, insured to August, 1951; £700.—Tel. after 6 p.m. Cro. 3788. [8056

STANDARD VANGUARD

CYRIL SHEPPARD offers:—

1949 Vanguard, black/brown, under 2,000 miles.—102, King's Rd., Reading 2712. [8777

H. A. SAUNDERS, Ltd., offer:—

1949 Standard Vanguard saloon, grey with blue leather upholstery, H.M.V. radio, heater, 6,000 miles; £1,025.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [7678

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, black, red leather, 3,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8509

1949 Standard Vanguard saloon, leather, heater, 1,900 miles only; £1,095.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8800

GORDON CARS (LONDON), Ltd.—1949 Vanguard Whitehall grey, 4,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Vanguard, grey leather, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8418

1949 Standard Vanguard saloon, leather upholstery, loose covers, wireless and heater, 5,000 miles, choice of two.

RIPOO, Ltd., 16, Albemarle St., W.1. Regent 2952. [8536

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

CASS'S MOTOR MART.—1949 Standard Vanguard, grey, 10,000 miles, radio and heater, immaculate; written guarantee.—5, Warren St., W.1. Euston 3523. [8265

5000 miles.—1949 (Sept.) Standard Vanguard saloon, black, brown leather, radio, heater, etc.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [8396

1949 Standard Vanguard saloon, green, leather interior, 9,000 miles, specimen condition throughout; £985; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [8400

1949 Standard Vanguard, 5,000 miles, black, brown leather, H.M.V. radio, heater, immaculate condition, choice of two from £1,025.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [8738

1949 (September) Standard Vanguard, finished black and red leather, radio, heater, rimvellishers and all 1950 features, one owner, low mileage, definitely unmarked and as new; choice of 4 others in various colours and with various equipment; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [8748

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 8 1947 saloon, 11,000 miles; £595.

STANDARD 14 saloon, 1948, 7,000 miles; £875.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8240

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

GORDON CARS (LONDON), Ltd.—1948 Standard drop head coupe, black, radio, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8415

TANKARD & SMITH, Ltd., offer 1948 Standard 12 d.h. foursome coupe in grey with blue leather, genuine 20,000 miles only, one owner, very much above average, £775; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [7269

£385!—May, 1940, Standard Flying Nine saloon, nicely finished in deep maroon with leather to match, late property of elderly lady of independent means, sole owner since new, very carefully driven and maintained, full history of car is known and can be substantiated, fully guaranteed in writing.—See below.

£295!—Standard 8 saloon, 1939, neat little car, very sound economical runner, real leather interior and good tyres, Notek, etc., excellent value for money.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post free catalogue of nearly 400 fully guaranteed used cars; easy and confidential hire purchase facilities; part exchanges; free delivery; showrooms open till 8 p.m. Mon.-Sat. inclusive. [8492

Standard Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

RS

ROWLAND SMITH'S the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

VANGUARD station waggon wanted privately.—Ruck, Borough Green 356. [8804

VANGUARD, small mileage wanted, cash settlement. —M.G. Caravans, Todmorden. [6984

CASH immediately for good Standard.—H. F. Edwards, 154, Great Titchfield St., W.1. Langham 0012. [8686

POST-WAR Standard required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

MARSTON MOTOR Co., Ltd., for your Standard. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

POST-WAR Standard 8, 12 and 14 urgently required. —Corbitt & Taylor, 22, Conduit Mews, W.2. Ambl. 6049. [8457

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0601

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Standard retailers, require cars in first-class condition. Mayfair 5242. [0670

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-2-3. [8153

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

STANDARD 12, 14 or Vanguard, 1947 onwards, urgently required to fulfill order from large public company.—L. T. W. Clarke, 73 Cadogan Lane, S.W.1. Tel. Slo. 4727. [6891

Standard Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockists in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD and Triumph spares, sales and service.—R. Martin, Standard House, Highgate Village, N.6. Mountview 3413. [0406

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0294

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumphs; sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [1572

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave. Finchley, N.3. Finchley 5906-9. [0002

STUDEBAKER

£165.—1937 Studebaker 26hp saloon, excellent runner, smart lines; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6791

1941 Studebaker Champion saloon, 22hp, amazing performance, 27mpg, maroon, fawn upholstery, New Look, L.H.D., steering change, excellent condition; £650.—19, Rydens Rd., Walton-on-Thames, evenings or week-ends. [6705

1947 Studebaker Commander land cruiser, 9,500 miles, tip-top condition, radio, overdrive, automatic hill brake, thermo controlled climatiser and defroster, windshield washer, two extra fog lights; £1,500.—Tel. Mus. 2884. [8819

1947 reg. President, £10 tax, overdrive, heater, air conditioner, radio, silent running, £595; 1939 Commander, radio, overdrive, lovely performance, offers around £350; h.p. terms, exchanges.—Autospares, 180, High St., Tooting, S.W.17, and 254, Broadway, Wimbledon, S.W.19. Liberty 5330. [7886

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903.

SUNBEAM

1934 Sunbeam 21hp pillarless saloon, exceptional condition and appearance; £155.—Croydon 6359. [6626

SUNBEAM-TALBOT

ROUNDABOUT offer:—

1948 Sunbeam-Talbot 10hp saloon, one owner, 13,000 miles; £825.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [8470

KING'S AUTOS offer:—

1939-40 Sunbeam-Talbot 10hp 4-door sports saloon, one owner from new, total mileage only 33,000, a really immaculate car, finished in plain coloured metallic sheen, air cushion upholstery, 5 brand new tyres and many extras; £525, or £175 deposit.

PLEASE telephone your enquiry.

ANY car, motor cycle or van taken in part exchange

KING'S Autos. King's Autos. King's Autos.

725—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.

OPEN week-days 9 a.m. to 7 p.m. [8783

TOM GARNER, Ltd., offer:—

1948 Sunbeam-Talbot 2-litre sports tourer, black with brown leather, 15,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8125

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, silver green, buff leather, 12,000 miles; £1,250.

1949 Sunbeam-Talbot 90 saloon, black, buff leather, radio and heater, 11,000 miles; £1,395.

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, 4,000 miles; £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8509

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Sunbeam-Talbot 80, drop head coupe, 600 miles.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [8521

10 hp 4-seater tourer, grey-grey hide, small mileage; £695.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8551

1949 Sunbeam-Talbot 80 Streamstyle saloon, magnificent car throughout.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [8196

DEC., 1948 Sunbeam-Talbot 90 saloon, black, brown leather, low mileage, beautiful condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [8276

GORDON CARS (LONDON), Ltd.—1949 Sunbeam-Talbot 80 saloon, green, H.M.V. radio, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8416

8400 miles.—A 1948 model 2-litre Sunbeam-Talbot sports saloon, painted black with beige cloth upholstery.—R. P. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [8116

ROSE & YOUNG, Ltd., offer 1948 Sunbeam-Talbot 2-litre saloon; £785.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [7657

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sportsmans saloon, 1948, finished metallic grey, practically without flaw, low mileage, one owner car, in superb mechanical order; £845.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sportsmans saloon, 1940, identical to 1948 model, original metallic grey leather, very well maintained condition, serviced regularly by distributors; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sport saloon, 1938-9, clean, black finish, tidy interior, smart little car, runs well; £375.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sportsmans saloon, 1939, finished in metallic ochre with fawn leather, excellent mechanical order throughout, fitted spotlamps, windscreen demisters, etc., moderate mileage; £545.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lowe St., Leighton Buzzard, Beds. Tel. 2041-2-3. Write for our 18-page, post free catalogue of nearly 400 fully guaranteed used cars; easy and confidential hire purchase facilities; part exchanges; free delivery; showrooms open till 8 p.m. Mon.-Sat. inclusive. [8495

1949 Sunbeam-Talbot 80, black sports saloon, radio, heater, loose covers, excellent condition; £1,150.—John Gray, 20, Hermitage Lane, Childs Hill, N.W.2. Speedwell 1242. [7875

1948 10hp Sunbeam-Talbot saloon, black, low mileage, one owner, excellent proposition; £850; hire purchase and exchanges.—Golly's Garage, Earl's Court Rd., S.W.5. Frobisher 0063. [7709

1947 (Aug.) Sunbeam-Talbot 10hp de luxe saloon, black, brown leather, 14,000 mls.; £825.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [7906

1948 (March) Sunbeam-Talbot 10hp saloon, black, H.M.V. radio, tailored covers, sun roof, twin Windtone horns, extras, 15,000 miles; £875.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [7327

1940 Sunbeam-Talbot 4-litre, gunmetal, new tyres, reconditioned engine 16,500 miles since, fitted radio, grey leather upholstery, licensed end of year; this car is streamlined and in beautiful condition; nearest £625.—56, Dock View Rd., Barry Dock. Tel 1400. [6963

Sunbeam-Talbot Cars Wanted

ROOTES, DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. Central 6411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0602

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 44558. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

TALBOT

289 gns.—1937 Talbot 10 drop head coupe, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [8755

1935 Talbot sports saloon 17.9hp, blue, excellent condition; £210.—Wareing, Railway Tavern, Hamworthy, Dorset. [7901

SCUDDER & WALL offer:—

TALBOT 105 airline sports saloon, magnificent condition throughout, 1937 but looks 1947, maroon and chrome with red leather upholstery; £395; part exchanges welcomed.—33, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [7969

1933 Talbot 105 sportsman's saloon, guaranteed; £140; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington Park 7780. [8575

1937 Talbot 10 de luxe saloon, immaculate, guaranteed; £335; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [8587

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

CASH immediately for good Talbot.—H. F. Edwards, 154, Great Titchfield St., W.1. Langham 0012. [8687

TRIUMPH

BROOKLANDS.

1949 Triumph model 2000 roadster coupe, polychromatic green, red leather.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [8533

CAR MART, Ltd.

TRIUMPH 1800 1947 saloon, radio, heater, 13,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8241

NEWNHAMS, Ltd.

1949 Triumph 2000 roadster, green, with red, fitted radio; £935.

1949 Triumph 2000 razor-edge saloon, black with fawn, very carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8764

OVERSEAS CARS, Ltd.

1949 Triumph 2000 roadster, champagne; price £1,050.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [8476

KING'S AUTOS offer:—

1937-8 Triumph 16hp Dolomite 4-door de luxe sun saloon, recently resprayed, rebored and resleeved; a really immaculate car giving magnificent performance; £360, or £120 deposit.

PLEASE telephone your enquiry.

ANY car, motor cycle or van taken in part exchange.

KING'S Autos. King's Autos. King's Autos.

725—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.

OPEN week-days 9 a.m. to 7 p.m. [8781

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 razor edge saloon, grey with grey leather, 9,000 miles.

1949 Triumph 2000 roadster, gunmetal with red leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8126

G. P. (BALHAM), Ltd., offer:—

335 gns.—1938 Triumph Dolomite 4-door de luxe saloon, immaculate condition; any trial.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117. [6398

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 2,000 model saloon, metallic grey with grey leather upholstery, air conditioning, H.M.V. push-button radio, 8,000 miles; £1,295.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [8256

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 R.E. saloon, black, beige leather, 9,000 miles; £1,350.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8510

GUY SALMON AUTOMOBILES, Ltd offer:—

1949 Triumph 2000 razor-edge saloon, 10,000 miles; £1,295.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [7639

TRIUMPH 2,000 roadster, grey, mileage 14,000; price £1,050.—Box 6416. [7511

1949 Triumph 2000 roadster, 4,000 miles only, excellent condition.

RIPCO, Ltd., 16, Albemarle St., W.1. Regent 2952. [8535

GORDON CARS (LONDON), Ltd.—1948 Triumph 1600 saloon, grey, many extras.—Below.

GORDON CARS (LONDON), Ltd.—1947 Triumph 1800 roadster, grey, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8417

1939 Triumph 16hp Dolomite saloon de luxe, black/brown leather upholstery, radio, guaranteed; £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8250

1949 (May) Triumph 2000 Razor Edge saloon, 15,000 miles, grey with grey leather, an immaculate car, taxed year; £1,225.

R. C. WIMBUSH, Ltd., 312, Earls Court Road, S.W.5. Fremantle 8401. [7456

1938 Triumph Dolomite 14hp, excellent condition exceptional bargain; £325.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [8568

1937 Triumph 14hp Vitesse, good running order; £250.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [8009

1938 Triumph Dolomite 14hp saloon; £325.—Montrose Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2.

CASS'S MOTOR MART.—1939 Triumph Dolomite 14/60 sports saloon, radio, blue, immaculate; written guarantee.—5, Warren St., W.1. Euston 4110. [8266

1949 grey Triumph roadster 18hp, just serviced and overhauled by makers, 14,000 miles; £1,150.—To inspect Tel. F. H. E. Henrion, Ham. 7948. [8166

1949 2-litre Triumph roadster, black, with grey leather upholstery, in unmarked condition; £995.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [8473

1936 Triumph Gloria 10.8hp saloon, black, £200 overhaul this year, real bargain; £275; owner going abroad.—Smith, 45, Argyle St., Birkenhead. Tel, Birkenhead 1350. [8299

HILLWOOD MOTORS.—1948 Triumph, 1800 roadster, in metallic grey, one owner, fitted radio, fine condition; £875.—565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [8460

TRIUMPH Roadster, finished metallic grey with grey leather, 9,000 miles; £1,150; first registered January, 1949.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [7469

1949 grey Triumph 2000 Roadster, one careful owner, 9,000 miles, immaculate condition; best offer over £940.—Lieut Cdr. G. Wardle, R.N., R.N. Barracks, Chatham, Kent. [7207

£298.—Triumph Vitesse, special sports tourer, original condition, flat folding screen, Brooklands hubs, stone guards, etc., etc., particularly attractive; many others.

DENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube). [8092

TRIUMPH roadster, 1948, black with blue upholstery, very small mileage, fitted with H.M.V. radio, heater and many extras, in beautiful condition throughout; what offers?—Tel. Finchley 6985, after 7 p.m. [7227

NAYLOR & ROOT, Ltd.—1949 Triumph 2000 roadster, smoke grey, indistinguishable from new, excellent value; £995.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each weekday, including Saturday. [8732

1949 (March) Triumph 2,000 saloon, 8,000 miles only, finished grey with grey leather upholstery to match, taxed December, as new throughout, offered with written guarantee; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [8761

TRIUMPH 14.65hp, 4-cyl, 2 carburettors, late 1937, super sports Vitesse, genuine privately owned, a splendid opportunity to acquire an exceptional thoroughbred car and definitely as per maker's original specification when new, this car is literally like new, the colour black, very superior, highly polished finish, chrome like new, also beautiful highly polished chrome waist line, the performance is really superior to many higher powered cars from 15 to 75 on top without fuss, quiet engine, self-centring steering, quiet transmission, wonderful power, brakes and delightful to drive, all coach-built aluminium body, low sporty streamlined, full-swept tail, 4-speed remote control, an honest pride of ownership, trouble-free, economical, really fast car, 40lb oil pressure sustained, 300 miles trial, also photo to genuine enquirer, real bargain; £525.—1, Bentley Rd., Chorlton, Manchester, 21. Tel. Chorlton 1283 [8628

Triumph Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

CYRIL SHEPPARD requires:—

POST-WAR Triumphs.—102, King's Rd., Reading 2712. [8068

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Triumph.—H. F. Edwards, 154, Great Titchfield St., W.1. Langham 0012. [8688

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 9000. Seven Sisters Rd., Tottenham, N.15. [0182

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8319

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

PARK GARAGE (MOLESEY), Ltd., wish to purchase all types of Triumph cars.—Hampton Court Way, Molesey. Tel. 4371. [8206

Triumph Spares and Service

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SERVICE and spares for all models.

MANUFACTURERS' largest stockists in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines)

NEWNHAMS, Ltd.

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

UTILITY CARS

G. P. (BALHAM), Ltd., offer:—

130 gns.—1936 Morris 8 4-door utility, replacement engine, genuine bargain.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Battersea 3117. [2821

1949 July Bradford Utility de luxe, 10,000 miles, quite exceptional condition.—Breach, Flaxman 6208. [8726

JOWETT-BRADFORD Utility, 1947, fitted special body, very attractive vehicle.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [8199

1949 Austin 16 Countryman, 12,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8328

BEDFORD 1948 12hp shooting brake, seats 5-7 comfortably, fitted with radio, heater and luggage carrier on roof, 30 mpg; £666 or offers.—Box 6582. [8649

1949 Bradford utility, as new, 7,000 miles, fitted bench type seat, sliding windows; £495.—Haward, 10, Orchard Ave., N.20. Hillside 2014. [8673

LEA-FRANCIS Utility, 1948, in excellent condition; £700; 4½ Bentley wanted.—Flat 3A, Kenilworth Court, Hagley Road, Birmingham. Tel. Edg. 1880. [8620

£375.—Chevrolet shooting brake body, recently stripped and reconditioned in oak, panels re-chromed, in good condition.—Tel. Reigate 5218. [8629

1949 Ford 10 Utilecon, genuine body by Martin Walter, 14,000 miles, as new; £665.—Abbey Garages (Pershore), Ltd., Worcestershire. Tel. Pershore 257. [7897

1949 Bradford Utility, one owner, genuine 8,000 miles, spare unused, quite faultless, £485; exchanges.—B. & H. Motors, 1468, High Road, Whetstone, London, N.20. Hillside 6671. [8609

1949 Fordson 5-6-cwt and 10-cwt Utilecons, Utility vans and vans, low mileage vehicles in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [8366

£275.—New type Ford 8 Utilecon, in very nice condition, interior as new; also £250, 1938 Nash Ambassador 8 station wagon, pucker coachbuilt model, large, roomy body, respraved and newly grained, very outstanding job, suit caravan owner; nearest offers considered; space required.—Eltham 6240. [7818

Utility Cars Wanted

GOOD utilities of post-war chassis required, 8-16hp.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

1947-9 station waggon or utility wanted privately.—Ruck, Borough Green 356. [8805

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0993

VAUXHALL 10

£405.—1939 Vauxhall 10 de luxe saloon, black, nominal mileage, in showroom condition.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [8751

£395.—Vauxhall 10 1939 4-dr. saloon, original condition, very well maintained; choice 2, many others.

DENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube). [8089

£395!—Vauxhall 10hp saloon de luxe, 1939, finished grey-green with green leather, a nice example carefully used by one owner, understood to have been laid up for a period, moderate mileage.—See below.

£595!—Vauxhall 10hp saloon de luxe, 1946 model, one owner since new, taxed half duty, very low mileage in consequence, immaculate black finish with brown upholstery, outstanding value for money.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines). Write for our 18-page post-free catalogue of nearly 400 fully guaranteed used cars. Easy and confidential hire purchase facilities; part exchanges; free delivery. Showrooms open till 8 p.m. Mon-Sat. inclusive. [8487

VAUXHALL 12

1946 Vauxhall 12 saloon, excellent condition; £600.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8440

1947 (April) Vauxhall 12 saloon, black, one careful owner, really exceptional condition; £695; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [8401

VAUXHALL 14

KING'S AUTOS offer:—

1937-8 Vauxhall 14 4-door de luxe sun saloon, recently expensively respraved chocolate with blue leather upholstery, 5 new tyres, reconditioned engine with many extras, an immaculate car in absolute showroom condition; £340, or £120 deposit.

PLEASE telephone your enquiry.

ANY car, motor cycle or van taken in part exchange.

KING'S Autos. King's Autos. King's Autos.

725—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.

OPEN week-days 9 a.m. to 7 p.m. [8779

SIMPSON'S MOTORS offer:—

1949 first registered Standard 14 drop head, radio, beautiful condition, moderate mileage, black; £725.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [8549

WADDINGTON MOTORS, Ltd., offer:—

1946-7 Vauxhall 14 saloon, fitted radio and heater, excellent condition; £725.—Fortune Green Rd., N.W.6. Ham. 2211. [7265

1942 Vauxhall 14 saloon; £485.—Haskins, Ladbroke 1155. [7545

1949 Vanguard saloon, practically new.—Colin Haines, Ltd., 30a, Bourdon Street, W.1. Mayfair 2338. [8596

1937 Vauxhall 14 black saloon, post-war radio, taxed year, excellent condition; £255.—Tel. Hendon 1671. [8289

£325.—Vauxhall 14 1938 4-dr. de luxe sln., particularly well kept, very attractive finish; choice 3, many others.

DENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube). [8088

1935 14hp saloon, black/brown, low mileage; £225.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [8367

1947 Vauxhall 14 J de luxe saloon, one local owner, works maintained, perfect in every detail; a very fine family car; £725; terms; exchanges.

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton 4212. [8593

1948 Vauxhall 14 saloon, 16,000 miles, fitted radio, rimbellishers, host of other extras, quite like new.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [8199

1947 (August) Vauxhall 14 de luxe saloon, radio, low mileage, magnificent condition, taxed for year, black; £815.—348, King St., Hammersmith, Riverside 2837/8. [8717

GATEHOUSE offer 1938 Vauxhall 14hp saloon, black, fitted radio, mechanically sound; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [7722

£285.—Vauxhall 14, 1937 touring saloon, immaculate throughout, exceptional mechanical condition, 3 months' guarantee.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [8723

WALTER SCOTT, Ltd.—1937 model Vauxhall 14 touring saloon, black, exceptional condition, taxed Dec.; £345; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914.

295 gns.—Vauxhall 14-6, 1938, 4-door saloon, metallic silver-grey, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8670

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

VAUXHALL Velox 1949 saloon, 3,000 miles; £1,050.

VAUXHALL Velox 1948 saloon, 19,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8242

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Velox saloon, black with brown leather upholstery, 3,000 miles; £925.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [8256

WARWICK WRIGHT, Ltd., offer:—

1949 Vauxhall Wyvern saloon, grey, grey cloth, 9,000 miles; £965.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 3761. [8511

GORDON CARS (LONDON), Ltd.—1949 Vauxhall Velox saloon, black, 18,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Vauxhall Wyvern saloon, 13,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8419

WYVERN (November, 1948), black, immaculate throughout; £825.—Campbell, Symonds Wemoiey 6262. [4214

5000 miles.—1949 (Feb.) Vauxhall Wyvern saloon, green, radio, heater, wind horns, etc.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [8594

1949 Vauxhall Velox (August), grey, brown leather, mileage 7,800, extras include mats, covers spot lamp, radio, heater, reversing lamp, etc., absolutely as new; £875.—Tel. Southorn, Tulse 3603. [8074

VAUXHALL 25

1939 Vauxhall 25 de luxe saloon, perfect guaranteed; £425; payments.—Vaughan, 17 Astwood Mews, S.W.7. Pro. 1319. [8589

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IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

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1948 Vauxhall 12hp saloon de luxe, small mileage; £725.

1947 (model) Vauxhall 10hp saloon de luxe, immaculate condition; £625.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7577

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1949 Velox, 20,000 miles, black, excellent condition throughout.

1947 14hp saloon, black, brown leather, perfect mechanical and body condition.

1940 12hp de luxe saloon, in excellent running order, body smart.

1937 12hp sun saloon, grey, in very good condition.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [7978

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LIMOUSINE 1938 Double Enclosed, leather upholstery, exceptional throughout, black. £845. Seen:—

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SSW

SHAW & KILBURN, Ltd., Vauxhall main dealers

WILL purchase modern Vauxhall cars.

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ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

VAUXHALL Wyvern or Velox wanted, low mileage and good condition.—Box 6540. [8155

VELOX urgently wanted.—Carding, 49, Worcester St., Wolverhampton. Tel. 20189. [8296

I REQUIRE post-war Vauxhall urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [2781

LATE model Wyvern or Velox wanted.—Brown & Mallalieu, Ltd., Blackpool. Tel. 22322. [6190

1949 Vauxhall Velox saloon required.—Turnbull, Ross House, Station Hill, Winchester. [8203

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. [8008

POST-WAR Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0860

WANTED, Vauxhall Velox or Wyvern, covenant free. Herbert Robinson, Limited, Regent St., Cambridge. [8561

NORTH WORCESTERSHIRE GARAGE, Vauxhall main dealers, buy all models.—Tel. Stourbridge 5242. [5443

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8319

PARK GARAGE (MOLESEY), Ltd., wish to purchase all types of Vauxhall cars.—Hampton Court Way, Molesey. Tel. 4371. [8207

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St, Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Colly's Garage, Ltd 111a, Earl's Court Rd., S.W.5. Fro. 0063. 0929.

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors etc., exchanged at 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380/388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

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WE specialise in service replacement units for Vauxhall, 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

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FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 85, Queens Rd., Brighton. [0381

EGHAM MOTOR Co., for Vauxhall cars, spares and service.—Egham By-Pass. Egham 131. [0196

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common. Ravensbourne 2634.

VAUXHALL.—Fully rebuilt and guaranteed exchange engines from £30; immediate delivery or one day fitting.—Carmo, Leighton Rd., N.W.5. Gul. 5555. [6042

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WELHAMS, Veteran Car Specialists, for sale and purchase.—5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0201

VINTAGE CARS

1922 Humber 12 coupe, good runner, recently used, now laid up; offers.—Reigate 5218. [8630

1924 New Carden Cyclecar, 707cc twin 2-stroke, showroom condition, one owner, mileage under 2,000; £60.—Baddeley, 24, Waterfield, Tadworth, Surrey. [8634

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COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales service and spares. [0373

1947 Volkswagen, overhauled, new tyres, excellent condition throughout; £345.—27a, Pembridge Villas, W.11. Bayswater 0523. [7605

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1947 Wolseley 12 saloon, black, brown leather upholstery, 13,000 miles, one owner, in excellent condition.

1947 Wolseley 8 saloon, black, brown leather upholstery, fitted service engine, very carefully used.

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LOW mileage Wolseleys are scarce, should your model not be in stock put your names on our used cars register for early notification.

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CAR MART, Ltd.

WOLSELEY 4-50 1949 saloon, 3,000 miles; £1,225

WOLSELEY 18 1947 saloon, 13,000 miles; £965.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8245

TOM GARNER, Ltd., offer:—

1949 Wolseley four-fifty saloon, black with brown leather, 5,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8127

SIMPSON'S MOTORS offer:—

1949 Wolseley 4/50, colour grey, genuine low mileage; £1,085.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [8553

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.

1946 Wolseley 8 4-door saloon de luxe, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [8460

£325.—1938 Wolseley 14 de luxe sal, black, 32,000 miles, exceptional condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [7684

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5348. [0082

295 gns.—1938 Wolseley 18 saloon de ville, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [8757

GORDON CARS (LONDON), Ltd.—1947 Wolseley 14hp saloon grey, excellent order.—Gordon House, 873, Euston Rd., N.W.1. Euston 6611. [842.)

£300—1937 Wolseley 25hp de luxe saloon, super mechanical condition.—Petter, Burrhill Cottage, Chobham, Surrey. Tel. Chobham 61. [8068

1946 Wolseley 14 saloon, 14,000 miles, black with brown leather, super condition.—Dobsons, Ltd., Wolseley Agents, Staines, Middlesex. Tel. 801. [8494

£450.—1939 Wolseley 14 de luxe saloon, black, hide interior, excellent condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8786

POST-WAR Wolseley 18 saloon, exceptional condition inside and out, one owner; £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8596

1948 Wolseley 18 saloon, black with brown leather, 19,000, first class throughout; £895.—Bells Service Garages, 144, London Rd., Kingston-on-Thames 1185. [7994

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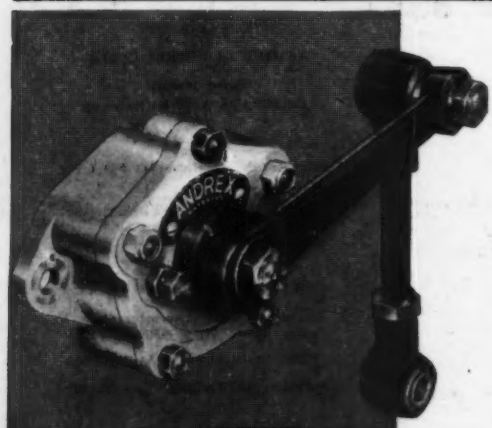

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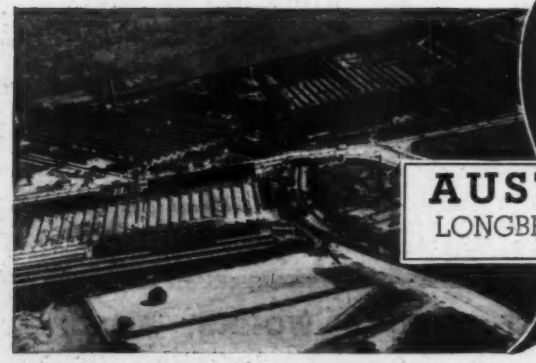

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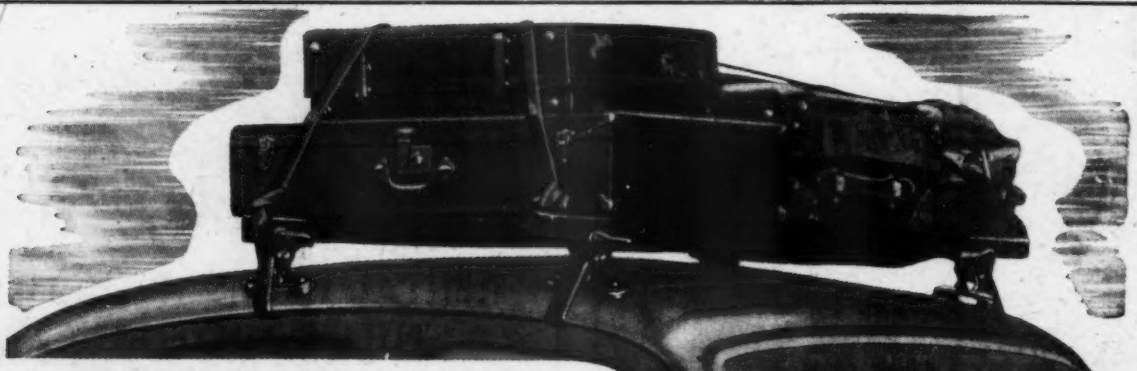

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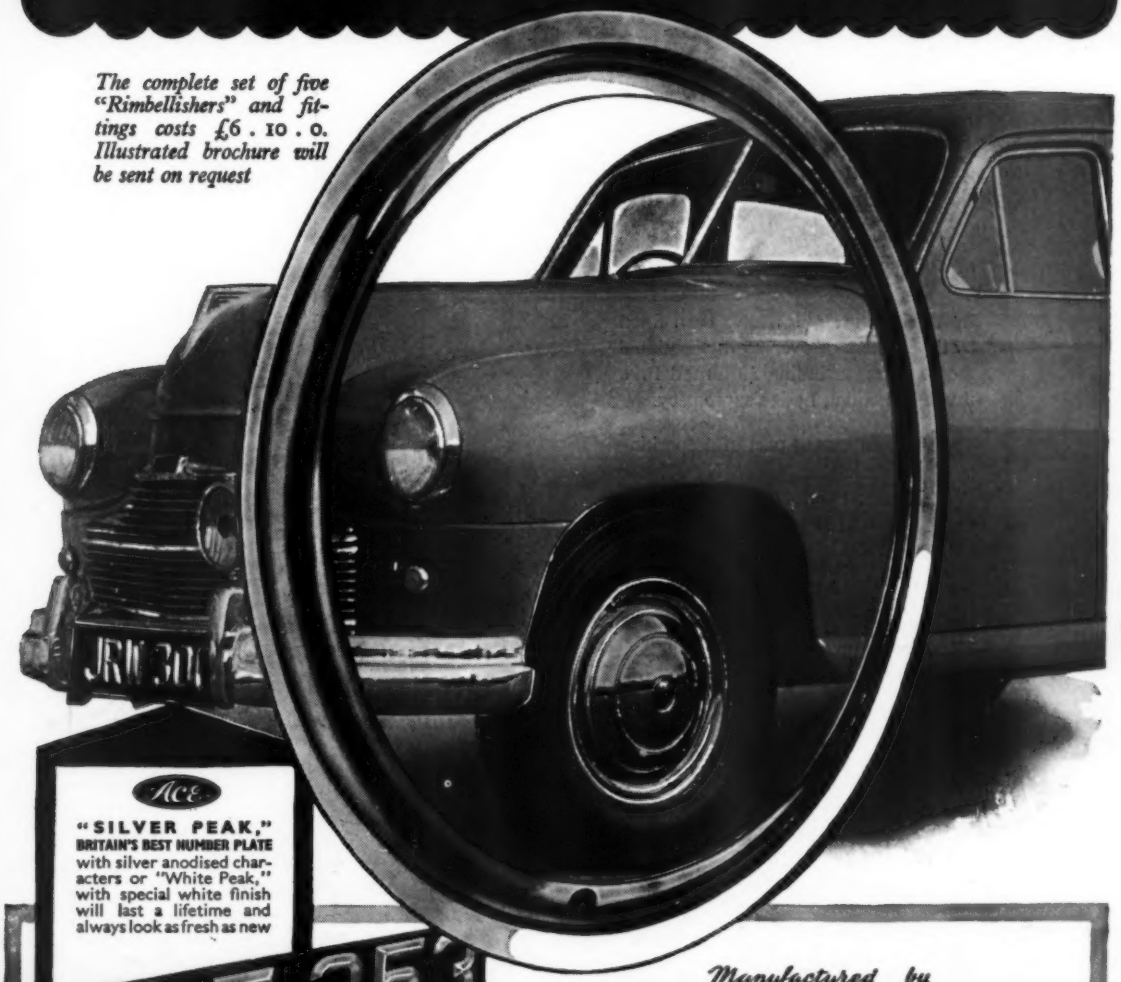

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